The Hong Kong Daily Press.

No. 5638. 第五千六百三十八號 光緒乙亥年十一月十九日 HONGKONG, THURSDAY, DECEMBER 16TH, 1875. 禮拜四 英十二月十六號 香港 [PRICE $2½ PER MONTH.

Arrivals.

December 15, Lotus, British str., 1,406, J. Gray, Nagasaki 10th December, Coals and General.—D. SASSOON, SONS & Co.

December 15, AMOY, British steamer, 814, Drewes, from Canton, General.—SIEMSSEN & Co.

December 15, NAMOA, British str., 862, G. T. Westoby, Foochow 12th December, Amoy 13th, and Swatow 14th, General.—D. LAPRAIK & Co.

December 15, HASTINGS, British bark, 541, Cray, Manila 7th December, Ballast.—ORDER.

December 15, HELENA, American bark, 603, Snow, Sydney 18th October, Coals.—H.M. NAVAL YARD.

December 15, ADLER, German bark, 471, Torgel, Singapore 2nd Nov., Timber.—ORDER.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
DECEMBER 15TH.

Yesso, str., for East Coast.
Norna, str., for Swatow.
Zamboanga, str., for Manila.
Lotta, for Hamburg.
Estepona, str., for Saigon.
Amoy, str., for Shanghai.

Departures.

December 15, YANGTSZE, str., for Canton.
December 15, ATALANTA, str., for Swatow and Shanghai.
December 15, CAROLINE BEHN, for Bangkok.
December 15, ESTEPONA, str., for Saigon.
December 15, FU-YEW, str., for Shanghai.
December 15, ZAMBOANGA, str., for Manila.

Passengers.

ARRIVED.

Per *Lotus*, str., from Nagasaki:—
6 Chinese.
Per *Namoa*, str., from East Coast:—
Mr. and Mrs. Hammond and family, and Messrs. Drew and Anderson.

DEPARTED.

Per *Estepona*, str., for Saigon:—
100 Chinese.
Per *Zamboanga*, str., for Manila:—
96 Chinese.

TO DEPART.

Per *Yesso*, str., for East Coast:—
1 Cabin and 50 Chinese.
Per *Norna*, str., for Swatow:—
50 Chinese.
Per *Amoy*, str., for Shanghai:—
10 Chinese.

Reports.

The British bark *Hastings* reports left Manila on 7th December, and experienced fresh N.E. gales throughout.

The German bark *Adler* reports left Singapore on 2nd November. Up to the Palawan Shoals light winds and calms; the latter part very strong monsoon.

The British steamship *Lotus* reports left Nagasaki on 10th December at 2 p.m. Experienced very heavy monsoon with very heavy sea, ship taking water over all at Lamocks. Passed the steamship *Glenroy* off Pedro Blanco.

The British steamship *Namoa* reports left Foochow on 12th December, Amoy on the 13th, and Swatow on the 14th. From Foochow to Amoy moderate N.N.E. winds and hazy weather. From Amoy to Swatow had fresh breeze and clear weather. From Swatow to port had fresh N.N.E. winds and fine weather. In Foochow, German gunboat *Cyclop*, strs. *Kwangtung* and *Galatea*. In Amoy, H.M.S. *Elk*, German corvette *Ariadne*, Chinese revenue cruiser *Feihoo*, strs. *Gordon Castle*, *Formosa*, *Foochow*, *Leonor*, and *Hailoong*. Passed the steamship *Douglas* off Cork Fort. In Swatow, Chinese revenue cruiser *Chen-to*, strs. *Arratoon Apcar*, *How-sang*, and *Ocean*. The steamship *Columbian* left same day for Singapore.

FOOCHOW SHIPPING.

ARRIVALS.

December 4th, str. Galatea from Shanghai; 5th, str. Yesso from Hongkong; 8th, str. Glaucus from Shanghai, str. Namoa from Hongkong; 9th, str. Haiting from Shanghai.

DEPARTURES.

December 5th, str. Douglas for Hongkong; 8th, str. Yesso for Hongkong; 9th, str. Viking for London; 10th, str. Glaucus for Hongkong.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	*From.*	*Date of Arrival.*
Menelaus (s.)	China Ports	Oct. 23
Evelyn	Nagasaki	Oct. 25
Bellona (s.)	China Ports	Oct. 27

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	*From.*	*Dates.*
Lanercost	Cardiff	March 29
Atgna	Cardiff	April 23
Robert Beak	Falmouth	May 8
Birker	London	June 26
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Iris	Hamburg	July 7
America	Cardiff	July 17
Mabor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Stefano	Cardiff	July 30
Lea	Penarth	July 30
Gryfe	London	August 13
Sarah Nicholson	Cardiff	August 17
Paradies	Cardiff	August 20
Marina	London	Sept. 4
Iphigenia	Hamburg	Sept. 4
Carolus Magnus	Rio Janeiro	Sept. 4
Christian	Cardiff	Sept. 7
Auguste	Cardiff	Sept. 18
Garabaldi	Portland O.	Sept. 24
Formosa	Hamburg	Sept. 26
Sir H. Parkes	London	Sept. 28
Carricks	London	Oct. 4
Hermann	Cardiff	Oct. 6
Ferdinand	Cardiff	Oct. 13
Esmeralda	Cardiff	Oct. 14
Fanny	Cardiff	Oct. 15
Rockwood	Cardiff	Oct. 16
Deucalion (s.)	Liverpool	Oct. 27
Egeria (s.)	Hamburg	Nov. 2

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

A FRENCH CLASS for YOUNG GENTLEMEN, on Mondays, Thursdays, and Saturdays, from 8.30 to 9.30 P.M.; also an ENGLISH CLASS on Tuesdays, Wednesdays, and Fridays, at the same hours.

J. M. HANLON,
Victoria Boys' School,
5, Hollywood Road.
1m 1785]

KHAN CHUND CHUTTAMULL, Sindh, Cashmere, Delhie, Bombay, Rampoor, Madras, and Sorat, MERCHANT AND GENERAL DEALER, HAS FOR SALE Shawls, Sandalwood Boxes, Gold and Silver Laceworks, and different Fancy Articles, No. 13, QUEEN'S ROAD, NEXT DOOR TO MR. GUEDES' SALE ROOMS, HONGKONG.
1784 Hongkong, 3rd December, 1875.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND......... 100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager*.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

COAL DEPOT.
COALS of all description supplied to Steamers by the Undersigned.
Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEROSE, or LEONG AH YON, Praya.
LANDSTEIN & Co.
6m 1620 Hongkong, 1st November, 1875.

DEATH TO WHITE ANTS.
THE Undersigned has received a further supply of MALPAS'S PATENT COMPOUND for Preserving Timber from the Ravages of White Ants.
One Package will prepare 200 superficial feet of Flooring. Price 50 Cents per Package.
W. H. NOTLEY,
For B. Davies, Sole Agent for China.
No. 6, Stanley Street, 1st Oct., 1875. [3m 1481

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

STORAGE.
COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

STEAM LAUNCH FOR HIRE.
TO be LET for Towing or Picnics, the large, powerful Steam-Launch *CUM LOONG*. Superior accommodation. Terms moderate.
Apply to TUNG KEE & Co.,
33, *Praya Central.*
3m 1459 Hongkong, 27th September, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
NOTICE.
AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓%) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
EDWARD NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN,
Agent.
1y 944 Hongkong, 18th June, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.
THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.
THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %.)
GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

SUN FIRE OFFICE.
THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %.) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).
NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

Intimations.

THOMPSON AND HIND ARE NOW SHOWING
BLACK and COLOURED SILKS, especially selected to wear well.
VELVETS and VELVETEENS, in all Colors.
HOMESPUNS, FRENCH MERINOES, CAMLETS.
PLAIN and FANCY FLANNELS, for Morning Gowns.
LADIES' and CHILDREN'S HATS.
New Colors in RIBBONS, FLOWERS, and FEATHERS.
SHAWLS for Chairs, CARRIAGE RUGS.
BEST WHITE BATH and WHITNEY BLANKETS.
BELGIAN COUNTERPANES and TOILET COVERS.
MELTON CLOTH, SERGE, and HOMESPUN COSTUMES, made in Latest Style.
A Large Variety of CHRISTMAS TOYS and PRESENTS for Children.
LADIES' BOOTS and SHOES, Buttons, and Elastics.
GENTLEMEN'S FELT HATS, in Latest Shapes—The Cantab, Bute, Ryde, Athol, Argyle, and Stamford.
WHITE SHIRTS, Collars attached, cut specially low in the neck.
SCARVES, TIES, CRAVATS, BOOTS, SOCKS, UNDERVESTS, and UMBRELLAS.
A Few OVERLAND and RAILWAY TRUNKS.
33, QUEEN'S ROAD.
666 Hongkong, 16th November, 1875.

FOR SALE.
LETTS' DIARIES for 1876, in every variety.
LANE, CRAWFORD & Co.
tf 1560 Hongkong, 19th October, 1875.

FOR SALE.
THE RIVER STEAMER *LEIN WHA*, of 50 Horse-Power, built by Messrs. J. INGLIS & Co., of Glasgow, and put together in Shanghai in 1872; Hull of Iron 125 feet long, 25 feet Beam, 5½ feet Hold; 3 Water Tight Compartments, 3 Decks, with fore and aft Saloon on upper Deck; Tonnage Net 122 Tons; Speed 9 miles an hour.
This Vessel is well adapted for River Traffic, has accommodation for a large number of Passengers, and is economical in her consumption of Coal.
For further particulars, apply at the Office of the Undersigned, where model, &c., can be seen.
DOUGLAS LAPRAIK & Co.
1764 Hongkong, 30th November, 1875.

PHOTOGRAPHY.
GREAT REDUCTION IN PRICES.
Until further notice (to reduce Stock) our Prices for Carte de Visite portraits will be as follows:—
On MONDAYS, TUESDAYS, WEDNESDAYS, and SATURDAYS.
Per Dozen......$2.00
For CASH paid at time of sitting ONLY.
On THURSDAYS and FRIDAYS.
The first dozen......$4.00
Extra quantities, per dozen......$2.00
Copies of Negatives in stock per dozen...$2.00
FOR THE HONGKONG PHOTOGRAPHIC COMPANY,
H. EVERITT.
Corner of Wyndham and Wellington Streets
(*Nearly opposite the German Club.*)
N.B.—Mr. EVERITT obtained the Certificate of Merit at the Dublin Exhibition, 1862.
3m 1624 Hongkong, 1st November, 1875.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

DANISH CONSULATE,
Hongkong, 13th August, 1875.
NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.
The following is the exposé of the track of the Cable:—
On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochan Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.
At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chanchat Rocks, close to the North of Tsing Seu, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.
From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo; 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.
Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.
From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meao Sima (Asses Ears) on the coast of Japan.
H. KLÆR
Acting Consul.
1326]

HAVING resigned my Situation in the Yuen Fat Hong, I have this day established myself as MERCHANT and COMMISSION AGENT, under the Style of "SUN GHEE & Co."
C. SUN GHEE.
1685 Hongkong, 12th November, 1875.

NOTICE.
THE Undersigned, having given up his Agency for dealing in Steam Re-reeled Silk for KAI-CHEONG-LOONG, Canton, from the 1st day of August, 1875, will not be responsible for any accounts contracted for the aforesaid firm, either before or after the above date.
YOW KWOK CHUN,
NAM SING,
74, Queen's Road Central.
3m 1728 Hongkong, 20th November, 1875.

Auctions.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 16th December, 1875, at Noon, at his Sale Rooms, Queen's Road,—
Cases CHAMPAGNE, Carte d'Or, in quarts.
Cases CHAMPAGNE, Carte Blue, in quarts and pints.
Cases SALAD OIL.
Cases VERMOUTH.
Cases MILK.
LOAF SUGAR.
CLOCKS.
TUMBLERS.
CARTRIDGES.
REVOLVERS.
FELT HATS.
CASHMERE, NAVY BLUE CLOTH, TWEEDS, Merino SOCKS, GLOVES, Wool MITTS, &c.
An Invoice of PAINT, comprising White Zinc, Yellow and Black, and Paint Boiled Oil.
An Invoice of Japanese LANTERNS.
Also,
1 CHRONOMETER and Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1841 Hongkong, 15th December, 1875.

GENERAL WEEKLY AUCTION.
LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Room, Praya,
TO-MORROW,
the 17th December, 1875, at Noon,—
An Invoice of Antione's INK, in Quarts, Pints, ½-Pints, and ¼-Pints; Mauve and Carmine INK, in Stone and Glass Bottles; Mucilage and Liquid GLUE.
White BUNTING, Steel CHISELS, Brass PADLOCKS, Assorted SCENTS, EAU DE COLOGNE, Toilet SOAP, CONCERTINAS, and CLOCKS.
Also,
75 Casks PALE ALE, in Pints and Quarts.
25 " Dublin STOUT.
5 Quarter-Casks PORT WINE.
46 RIFLES, with Sword Bayonets.
20 REVOLVERS.
Sundry FURNITURE,
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1845 Hongkong, 16th December, 1875.

PUBLIC AUCTION.
SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, ENGRAVINGS, GLASSWARE, BILLIARD TABLE, PIANO, &c., &c.
THE Undersigned has received instructions from F. DEGENAER, Esq. (owing to change of Residence), to Sell by Public Auction,
TO-MORROW,
the 17th day of December, 1875, at Noon, at his Residence, No. 3, D'Aguilar Street,—
The whole of his Substantial English and Canton-made HOUSEHOLD FURNITURE, comprising:—Drawing, Dining, and Bed Room SUITES, Blackwood Carved Marble-top CENTRE TABLE and SIDE TABLES, Blackwood Carved SOFA, CHAIRS and STOOLS, Morocco-Covered EASY CHAIRS, Mahogany ESCRITOIRE, Glass BOOKCASE and SHOW CASES, OIL PAINTINGS, ENGRAVINGS, MIRRORS, CARPETS, HEARTHRUGS, GASALIERS and GAS BRACKETS, Marble CLOCKS, Japanese and China VASES, ORNAMENTS, SIDEBOARDS, WHATNOTS, GLASSWARE, PLATED WARE, BEDSTEAD, WARDROBE with Plate Glass Door, Office FURNITURE,
&c., &c., &c.
1 French BILLIARD TABLE, with Balls, Cues, &c., complete.
1 Cottage PIANO, by B. SCHMIDTZ.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Catalogues will be issued.
J. M. ARMSTRONG,
Auctioneer.
1829 Hongkong, 13th December, 1875.

PUBLIC AUCTION.
ANNUAL NIGHT SALE.
THE Undersigned will hold his usual Christmas Night Sale TO-MORROW, the 17th day of December, 1875, at his Sale Rooms, of CHRISTMAS and NEW YEAR'S GIFTS, at 8.30 P.M.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. GUEDES, JR., *Auctioneer.*
1806 Hongkong, 9th December, 1875.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY,
the 21st day of December, 1875, at 2 P.M., at his Sale Rooms, Queen's Road,—
A Private Collection of CHINESE and JAPANESE CURIOS, comprising:—
A Variety of BRONZES, Porcelain VASES, CUPS, JARS, &c.; LACQUERED WARE.
Enamelled VASES, CUPS, JARS, &c., on Metal and Porcelain; Jade Stone ORNAMENTS; Embroidered SCREENS.
A Lady's Ningpo WRITING TABLE, &c., &c., &c.
And
An Invoice of ENGRAVINGS, EMBROIDERIES, Opera GLASSES, NIGHT CLOCKS, Bohemian VASES, Fan BOUQUETS, Glove BOXES, Writing DESKS, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1839 Hongkong, 15th December, 1875.

PUBLIC AUCTION.
MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on
TUESDAY,
the 21st December, 1875, at the Arsenal, Her Majesty's Control Reserve Stores, Queen's Road East, the following
UNSERVICEABLE GOVERNMENT STORES, viz.:—
WHEELS, Iron AXLETREES, Iron BOLTS, SHOT FURNACES, WOOD BOTTOMS, SHOT BOXES, Earthenware JARS, WROUGHT IRON, CAST IRON, OLD METAL, FIREWOOD, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
C. R. SHERVINTON,
Assistant Controller.
Control Office, Hongkong,
14th December, 1875. [1835

NOTICE.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
THE P. & O. S. N. Co.'s S.S. *MASSILIA* will be SOLD by Public Auction at Yokohama, on TUESDAY, the 28th inst.
For further Particulars, apply to the Undersigned.
A. McIVER,
Superintendent.
19d 1795 Hongkong, 7th December, 1875.

Intimations.

NEW GOODS FOR THE SEASON.
LANE, CRAWFORD AND Co. INVITE INSPECTION OF THEIR GOODS FOR THE SEASON,
Ex *Galatea, Montgomeryshire, Cawdor Castle, Avoca, &c.*:—
BLANKETS.
CARPETS.
HEARTH RUGS.
PURDONIANS.
FIRE GRATES.
FENDERS and IRONS.
TODDY WHISKY.
TODDY KETTLES.
KID GLOVES.
BONBONS, in Beautiful Boxes.
CHRISTMAS TREE ORNAMENTS.
CHRISTMAS TREE CANDLES.
JEWEL CASES.
PERFUME CASES.
PAPETERIES.
Ladies' WORK BAGS.
Ladies' WORK BOXES.
Ladies' DRESSING CASES and BAGS.
Gentlemen's DRESSING CASES and BAGS.
PHOTOGRAPHIC ALBUMS.
SCRAP ALBUMS.
RECORD ALBUMS.
BOOK SLIDES.
LAWN TENNIS.
BADMINTON.
KRUG'S CHAMPAGNE.
TOILET BOTTLES.
PIN TOILET SETS.
GLOVE BOXES.
FINE OLD JAMAICA RUM.
SURPRISE BOXES.
ROCKING HORSES.
MECHANICAL TOYS.
DOLLS, Dressed, and to Dress.
TOYS, in great variety.
INKSTANDS.
LIQUEUR STANDS.
BRONZES.
GOULET'S CHAMPAGNE.
CHRISTMAS CAKES.
VASES.
STATUETTES.
FLOWER STANDS.
MEERSCHAUMS.
PARISIAN BONBON BOXES.
CARD TRAYS.
COTHERSTONE CHEESE.
ISIGNY BUTTER.
SPICES.
PLUM PUDDINGS.
SWEETS, for the Bairns.
KIPPERED SALMON.
BONBONS COSAQUES, in great variety.
ROSE WATER, COSTUME,
BOUQUET, ZOOLOGICAL,
MARRIAGE MARKET, IMPERIAL,
HUNT THE SLIPPER,
BOHEMIAN BAZAAR, &c., &c.
PICKLED HERRINGS.
HEIDSIECK'S CHAMPAGNE.
RUSSIA TONGUES.
CRYSTALISED FRUITS.
MIXED CANDIED PEEL.
FOIES GRAS.
FRUITS, in Noyeau.
RAISINS and ALMONDS.
ELWAS PLUMS.
VERY FINE HAMS.
ROEDERER'S CHAMPAGNE.
FRENCH JAMS.
ESSENCES.
CHOCOLATE, in Fancy Boxes.
DRAGEES.
DESSERT BISCUITS.
MINCEMEAT.
SACCONE'S and other SHERRIES.
CURACAO, CHARTREUSE, MARASCHINO, &c., &c.
FINE PORT,
&c., &c., &c.
29d 1783 Hongkong, 3rd December, 1875.

ED. CHASTEL,
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

PATENT SLIP & DOCK COMPANY AND NOVELTY IRON WORKS,
No. 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.
THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. C. BAILIE,
Manager.
Office, Novelty Iron Works, Praya West,
Hongkong, 26th July, 1875. [6m 1148

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
(Has returned, and is ready to receive Patients.)
tf 247. Hongkong, 23rd November, 1875.

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.
From the 1st of JANUARY NEXT, ALL MESSAGES—Local Telegrams between Hongkong, China, and Japan excepted—WILL BE CHARGED at per WORD, and only Ten Letters allowed to the Word.
New Tariffs will shortly be circulated.
For further Particulars, please apply at the Office.
A. SUENSON,
Superintendent.
7d 1826 Hongkong, 13th December, 1875.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of GUSTAV TOBLER, ...*Deceased.*
" EDWARD PARKER, ... "
" EDWARD RICHARD HANDLEY, ... "
" KWONG-TSAM, ... "
" LAM-KOK-CHEONG, ... "
" LEE-AH-YOU, ... "
" LEUNG-SEW-FAN, ... "
" MAN-CHAN, ... "
And " A Chinaman, name unknown, No. 11... "
NOTICE is hereby given, that in accordance with the Provisions of Ordinance No. 9 of 1870, Section III, an Order has been made by the Honorable Sir JOHN SMALE, Knight, Chief-Justice of the said Court, limiting the time for Creditors and others to send in their Claims against the above Estates to MONDAY, the 31st day of July, 1876, on or before which date all Claims must be proved, otherwise they will not be included in the scheme of Division.
All Persons indebted to the Estates are requested to make immediate payment to
W. H. ALEXANDER,
Official Administrator.
7d 1827 Hongkong, 13th December, 1875.

WANTED, on 1st of January next, by a Single Man (English), BOARD and RESIDENCE, in Hongkong. Address, stating Terms, &c., "BOARDER," Office of this Paper.
1786 Hongkong, 4th December, 1875.

WANTED IMMEDIATELY, by a Young Man, age 27, EMPLOYMENT (here or elsewhere), as CLERK, Assistant Book-keeper, Purser, or any place of trust; three years in China; good references, salary moderate. Address "J. M.," office of this Paper.
1704 Hongkong, 17th November, 1875.

NOTICE.
HONGKONG AND CHINA GAS COMPANY, LIMITED.
THE TRANSFER BOOKS of this Company will be CLOSED from the 24th instant until the 6th proximo, both days inclusive.
A. NEWTON,
Manager.
1814 Hongkong, 11th December, 1875.

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.
THE Transfer Books of the Company will be CLOSED from the 16th to the 31st instant, both days inclusive.
JAS. B. COUGHTRIE,
Secretary.
1m 1769 Hongkong, 1st December, 1875.

THE CHINA AND JAPAN MUTUAL MARINE INSURANCE ASSOCIATION.
NOTICE.
APPLICATIONS for Allotment of Shares in the above Company will be received until the 13th December next.
Forms of Application for Shares, and Copies of Prospectus issued by the Provisional Committee, can be obtained at the Head Office of the CHINA AND JAPAN MARINE INSURANCE COMPANY, SHANGHAI, and, also from their Agents at Hongkong and other ports.
1757 Shanghai, 20th November, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED, IN LIQUIDATION.
NOTICE TO SHAREHOLDERS.
A FIRST DIVIDEND of ONE HUNDRED DOLLARS ($100) PER SHARE will be payable at the OFFICES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, HONGKONG, on and after January 1st, 1876, on which day Shareholders are requested to apply for Warrants at the Company's Office, 48, Queen's Road, Victoria, producing at the same time their Scrip for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 31st December, 1875, both days inclusive.
ADOLF ANDRE, } Liquidators.
T. D. SASSOON, }
2m 1692 Hongkong, 15th November, 1875.

NOTICE.
MR. YAU YUEN WO has RESIGNED his Clerkship, and has no connection with our Firm.
SHUN CHONG & Co.
7d 1815 Hongkong, 10th December, 1875.

NOTICE.
In the Goods of GEORGE BARTY FALCONER, *Deceased.*
ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 28th Day of February, 1876, after which date no Claims will be recognised.
And all Persons being indebted to the said Estate are requested to make Immediate Payment.
I. B. FALCONER,
Administratrix.
Queen's Road, Hongkong,
6th December, 1875. [1796

AH KING begs to inform the Public that his FURNITURE ROOMS are now in ZETLAND STREET, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where all descriptions of Articles necessary for completely Furnishing a House, may be had on reasonable Terms.
6m 1771 Hongkong, 1st December, 1875.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1026 July 7

THE SCOTTISH IMPERIAL INSURANCE COMPANY.
THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON,
1465 Hongkong, 27th September, 1875.

Intimations.

THEATRE ROYAL, CITY HALL.
THE "AUDACIOUS" AMATEUR DRAMATIC CORPS
Will give a Performance on THURSDAY, *December 23rd*, 1875,
In aid of the Club recently established for the SEAMEN AND MARINES, ROYAL NAVY.
Performance to commence at 8.15.
Admission, $2. Tickets will be ready in a few days.
1808 Hongkong, 13th December, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
THE Steamer *POWAN* will leave for Macao at 10 A.M. THIS DAY (Thursday), and until further notice, will run between Hongkong and Macao on alternate days, leaving Hongkong on Tuesdays, Thursdays, and Saturdays, and Macao on Mondays, Wednesdays, and Fridays, at 10 A.M.
By Order,
P. A. DA COSTA,
Secretary.
2d 1848 Hongkong, 16th December, 1875.

FOR SHANGHAI.
THE Steamship "AMOY,"
G. H. Drewes, Master, will be despatched for the above Port TO-MORROW, the 17th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
3d 1844 Hongkong, 15th December, 1875.

FOR SWATOW, AMOY, AND FOOCHOW,
Taking Cargo at through rates for TAKAO and TAMSUI.
THE Steamship "NAMOA,"
Captain Westoby, will be despatched for the above Ports on SUNDAY, the 19th instant, at daylight.
Formosa Cargo will be forwarded from Amoy per S.S. *Hailoong* or *Leonor*.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1846 Hongkong, 16th December, 1875.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Third and Final Instalment of $200 of the Call of $500 per share, authorized by the Extraordinary Meeting of Shareholders held on the 21st June, is PAYABLE on the 31st DECEMBER INSTANT, at the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, Hongkong.
Interest at the rate of 12 % per annum will be charged against the holder for the time being of any Shares, in respect of which the above-mentioned Instalment shall not be paid by the said 31st December.
By Order,
W. H. RAY,
Secretary.
1m 1837 Hongkong, 15th December, 1875.

NOTICE.
THE Undersigned have been AUTHORISED by the "Compagnie Russe de Navigation d'Odessa" to GRANT THROUGH BILLS of LADING from Hongkong to Constantinople and Odessa for MERCHANDISE destined for these Ports, such Goods to go forward by regular Suez Canal Steamers to Port Said, and thence to Constantinople and Odessa by the direct Steamers of the above Company.
Special attention is drawn to the fact that these Steamers on their way from Port Said to Odessa will touch at no other port than Constantinople, thus ensuring a quick delivery of the Goods at the ports of destination.
WM. PUSTAU & Co.,
Agents of the Compagnie Russe de Navigation à Vapeur de Commerce et du Chemin de Fer d'Odessa.
7d 1842 Hongkong, December, 1875.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
THE departure of the Company's Steamer *CITY OF TOKIO* is POSTPONED until MONDAY, the 20th instant, at 3 P.M.
G. B. EMORY,
Acting Agent.
7d 1824 Hongkong, 13th December, 1875.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
THE Undersigned is AUTHORISED to GRANT INSURANCES on Cargo by Steamer *City of Tokio*, at Local Rates, under the Company's Open Policy in New York.
G. B. EMORY,
Acting Agent.
8d 1825 Hongkong, 13th December, 1875.

NOTICE.
THE OFFICE of the Undersigned has been REMOVED to ZETLAND STREET, rear of German Club.
FREDERIC DEGENAER.
7d 1830 Hongkong, 13th December, 1875.

TAKASIMA COLLIERY.
JARDINE, MATHESON AND Co., AGENTS.
FOR SALE, Fresh TAKASIMA COAL, in lots to suit Purchasers.
Large, hand-picked, doubled-screened at $8 per Ton; Small, at $6 per Ton.
Apply to T. G. GLOVER,
No. 7, Queen's Road, and at East Point.
1787 Hongkong, 4th December, 1875.

CANTON RACE CLUB.
OWING to the small number of Entries promised, it has been decided to hold no Race Meeting this year.
A. A. LIND,
For the Committee.
2m 1548 Canton, 26th November, 1875.

NOTICE.
ON and after the 31st instant the *Straits Times Extra* will only be obtained direct from the *Straits Times* Office in Singapore, and present Subscribers through the agency of this Office, who may wish to continue their subscriptions, are requested to make arrangements through their Singapore Agents accordingly.
Daily Press Office, December 6th, 1875.

Notices to Consignees.

BRITISH BARK *HOPEWELL*, FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ARNHOLD, KARBERG & Co.,
Agents.
tf 1794 Hongkong, 6th December, 1875.

NOTICE.
TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *AJAX*, FROM LIVERPOOL.
SHIPPING Orders must be obtained from the Undersigned not later than the 15th instant, for shipment per *DEUCALION*.
BUTTERFIELD & SWIRE, *Agents.*
5d 1816 Hongkong, 11th December, 1875.

THE CHRONICLE AND DIRECTORY FOR 1876,

With which will be incorporated "THE CHINA DIRECTORY."

THIS Work, now in the FOURTEENTH YEAR of its existence, will be published as early as practicable after the close of the current year.

It will be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

The CHRONICLE and DIRECTORY will now be the only publication of its kind for China and Japan.

The Directory will be published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

MACAO	Messrs. J. P. de Silva & Co.
SWATOW	Messrs. Quelch and Campbell.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Co., Shanghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Co.
HANKOW and RIVER PORTS	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
CHEFOO and NEWCHWANG	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
TIENTSIN and PEKING	Messrs. Hall & Holtz and Kelly & Co., Shanghai.
NAGASAKI	The C. and J. Trading Co.
HIOGO, OSAKA	The C. and J. Trading Co.
YOKOHAMA	Messrs. Lane, Crawford & Co.
YOKOHAMA	Mr. C. D. Moss, *Japan Gazette* Office.
MANILA	Messrs. J. de Loyzaga & Co.
SINGAPORE	Messrs. Liddelow and Martin.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Mr. Geo. Street, 30, Cornhill.
LONDON	Messrs. Bates, Henry & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

Hongkong, 15th December, 1875.

The Daily Press.

HONGKONG, DECEMBER 16TH, 1875.

THE case brought before the HON. C. MAY, on Tuesday, in which Captain THEBAUD, of the steamship *Esmeralda*, was charged with a breach of the Chinese Passengers Act of 1855 and of Ordinance 5 of 1874, bearing, as it does, in some measure on the interests of commerce, calls for some comment. The breach complained of was that the master of the *Esmeralda*, which vessel is in the habit of running between one of the coast ports to Manila, and carrying Chinese passengers thereto, had made himself liable under the Chinese Passengers' Act by the fact of his carrying passengers to a port the voyage to which was of more than seven days' duration. Under that Act, no ship, as provided by section 4, should clear for a voyage which is declared, under the Act and Ordinance, to be of more than seven days' duration without a certificate from the Emigration Officer, and the master is also required to enter into a bond in $1,000 to bind himself to conform with the Act and the regulations framed under it. Now it is a self-evident fact that both the Act and the Emigration Ordinance were designed to protect Chinese emigrants—that is to say, Chinese coolies. Other classes of Chinese passengers do not stand in the same need of such protection, and may claim to be put upon a footing with those of other nations. There is a large and constant passenger traffic between Manila and the Coast Ports. The bulk of these Chinese passengers are, we believe, traders of various descriptions, and it therefore becomes a question how far they require the protection of the Emigration Act, or whether it is not, by increasing the fare, a positive disadvantage to them.

The contention for the defence was clearly put forward, showing that one reading of the Ordinance might be that Hongkong was the port of destination for the *Esmeralda*. In support of this argument is the fact, which was elicited from the witnesses for the prosecution, that the vessel cleared for Hongkong, and cleared again in this port for Manila. The question then arises whether or not they may not be deemed two separate voyages. As a matter of course, if the Crown wished to maintain their contention it would be urged that Hongkong was only a port of call. It seems to us absurd that the Government can compel shipowners who are desirous of carrying Chinese passengers to employ two steamers in place of one. It could not be said that a steamer bringing passengers from Amoy to Hongkong to be re-shipped in another for Manila was violating the Act. This argument is certainly worthy of consideration; for it is clear that if it only requires that two vessels must be employed to do the work of one, the hardship must be upon the shipowners. Then, where is the object of the Act—the protection of the Chinese? Does it not necessarily follow that the rate of charges for passengers must be greater in one instance than it would be in the other, giving just cause for the itinerant merchant to say—"Save me from my friends!" It may also be asked why, if it is unnecessary for a ship clearing with Chinese passengers from Amoy to Hongkong to obtain a certificate from the Emigration Officer, it should be insisted upon from Hongkong to Manila? The answer will no doubt be that in one case their destination is to an English port, while in the other they proceed to a foreign port. But considering that there is practically little, if any, coolie emigration from China to the Philippines, there would not be much chance of such abuses arising as are contemplated by the Act.

Apart, however, from all legal arguments which have been, and might possibly be, raised against the decision in this case, there remains the broad fact, that, rightly or wrongly, a great hardship is imposed upon the owners and passengers of the vessel by it. The owners of the *Esmeralda* are obliged to go under the Act forty times in the year, twenty times at Amoy and as often at Hongkong. This involves them in considerable expense and delay, and is accompanied by a sense of injustice as well. For—whether by accident or design we are unable to say—Saigon is omitted from the list of ports coming under the Act, although Manila is some three hundred miles nearer. If Saigon, the next nearest port, is not to be included in the list, surely Manila may be left out. Perhaps, however, the easiest way of settling the difficulty would be to recognise the *Esmeralda* as a coast steamer, and thus place her on a footing with others plying to coast ports. There is nothing to hinder other steamers from bringing down large numbers of Chinese passengers from Amoy to Hongkong, and then re-shipping them to Manila. By being compelled to comply with the provisions of the Act, the *Esmeralda* is placed at a disadvantage, which has evidently, by the action taken, long been severely felt. The Act was framed with the most laudable motives, but it was certainly never designed to be a check upon lawful commerce, and it is to be hoped that it may be relaxed, or, if necessary, altered, rather than prove in its operation obstructive or burdensome to legitimate trade. And the Authorities in Hongkong, while they are watchful of the Chinese interest, should in like manner, protect and not destroy the interests of the British merchant and shipowner.

SUPREME COURT.

15th December.

BEFORE THE HON. CHIEF JUSTICE (SIR JOHN SMALE) AND MR. JUSTICE SNOWDEN.

WHITTALL AND LINSTEAD (TRUSTEES OF A. HEARD AND CO.'S ESTATE) v. BENECKE, SOUCHAY AND CO.

This case was again resumed this morning.

Mr. Hayllar, Q.C., and Mr. Handley (instructed by Messrs. Caldwell and Brereton) were for plaintiffs; and the Attorney-General, and Mr. Kingsmill (instructed by Messrs. Sharp and Toller) were for defendants.

The Attorney General having briefly summed up the case for defendants,

Mr. Hayllar rose to reply. He submitted, first, that the defendants had altogether ignored "contemplation of bankruptcy," but the cross-examination of their own witnesses had proved it. It had proved that Augustine Heard & Co. had been existing by the "skin of their teeth" since 1871. The learned counsel argued that, from several causes, the deeds must have been given in contemplation of bankruptcy. Mr. Linstead had said that at the time they were given the firm was in "utter insolvency," and Mr. Arnold, their book-keeper, had said that they were in "hopeless insolvency." Mr. Hayllar quoted from a letter from A. Heard to John Heard, of 9th Jan., 1875, as follows:—

"London, 9th January, 1875.

"DEAR JOHN—I have yours of 24th, and this morning your despatch in answer to mine (from China) of yesterday commencing and continuing, 'Ward has gone south, is expected here January 15th. If you can obtain 15,000 steam shares and January probably we can cover bal. due London February. We are trying to sell, expect to remit to cover 14th January. We think it will be well to tele. Hongkong. It is absolutely necessary try dfts. on F. & Co. 35,000 secured by property. If you cannot do this, we think you had better not draw credits. If you can't do this let us know at once.' In reply—'We have received your tele. 8th Jan. and will reply as soon as possible. N.Y. shares may produce £7,000 end month.' I can't understand your fancying they are going to bring £15,000 to £20,000. I have only £12,000 to pledge, excluding your directors' shares, and 15,000 including same, which is almost impossible. £5,000 have been put into Mary's name as you know. Of course I will do all I can. The protest and papers attesting the loss of *Mongol* were posted in Hongkong on 17th December, and are not due here till 25th January. Insurance ought to be paid shortly afterwards, which will enable us to pay off the mortgages, now all in the hands of the London Joint Stock Bank. As soon as they are paid, I can ask the Bank to advance on shares, but I don't think there will be a ghost of a chance before—or of anybody else so long as all these mortgages are registered.

"I enclose p.c. of my letter to China yesterday see two lawyers about the mortgage paper, but have not seen one yet. I will try not to let Monday go by without an opinion, and shall then telegraph to China embodying so much of yours to-day as seems advisable. You will see there my view of the situation. I believe if we can take care of London, China, with the £30,000 credit, will somehow take care of itself, but at a sore expenditure of credit. What do you think?"

That letter, Mr. Hayllar submitted, contemplated bankruptcy as clearly as daylight. He then quoted the following letter from Mr. John Heard to Mr. Augustine Heard:—

"Boston, 19th January, 1875.

"DEAR 'GUS,—Ward and D. have been here all the morning. I am making up a telegram for you. This will be first, but I have hardly any time to write.

"First, if suspension appears inevitable I think you should tender to B. B. & Co. the steamer shares to cover the £15,000 now running. I think there is doubt as to the solidity of the old mortgage, as part of the bills it was intended to secure must have run off. I suppose the £10,658 due in February are covered by it (as nearly as I can judge by dates), but not the £5,000 last drawn.

"Second, the China house can draw the clean credits provided it can obtain enough other assistance to go through, otherwise it would be useless. If drawn, a mortgage should be made, stating against what bills. Put in an envelope, endorse on envelope Property of B. B. & Co., hand it to Daly, or whoever may be chosen, with instructions to hold it, subject to the order of B. B. & Co." This is delivery. Have it witnessed and acknowledged before consul or notary public, which can probably be done without their knowing contents. We can retain it when the bills are covered, or, if necessary, such agent can forward it to B. B. & Co.

"You will agree with me about the steamer shares. B. B. & Co. should be covered at all events, if within the bounds of possibility.

"Yours, "J. H."

Here, Mr. Hayllar continued, was Mr. John Heard, as early as 19th January, 1875, taking advice from a lawyer about stopping. How could Augustine Heard and Mr. Parker then say that their suspension was not contemplated till it came to pass? Mr. Hayllar then read the two following letters:—

"Boston, 19th January, 1875.

"DEAR 'GUS,—Since writing my letter, I have made up my tel. as follows:—

"'In case of emergency steamer shares cover £15,000 running B. B. & Co. We have seen Ward; you may draw on if necessary clean l/c. If you can obtain other assistance as required, execute mortgage especially for drafts on clean l/c.; acknowledge before notary, not showing contents, endorse sealed envelope.

"'Property B. B. & Co. hand confidential agent to await B. B. & Co. order. In the event of suspension inevitable, immediately instruct him record forward B. B. & Co. Tel. Hongkong House.'

"I do not think I can add anything useful as the mail is near closing, except this,—Ward says in order to protect all creditors against any one or few of them, the house in China should make a general assignment and each individual member in China and out of China should make an assignment of his individual property to pay first his individual debts and next the debts of the firm.

"Apply to B. B. & Co., or Morgan, or any one as a last resort, for sufficient assistance, giving mortgages on all property as security. None here would do it probably.

"Yours, "J. H."

"Boston, 20th January, 1875.

"DEAR A.,—It is almost impossible for me to write. I am so worked and so anxious. I enclose p.o. of a letter from 'Gus. and one from F. just at hand. I also enclose copy of two letters written to 'Gus yesterday, and hope you will make out the meaning, and that the tel. will reach you and be intelligible. Ward, D., and I were in consultation all day yesterday, and the tel. was the result. It amounts to this—that the clean credits ought not to be drawn unless you can get such other assistance as will enable you to go through; that the steam shares in London can be used in case of need to cover the bills now running on B. B. & Co., something over £15,000; that you may draw clean credits if you can go through, mortgaging to B. B. in security, and the tel. tries to indicate how the mortgage should be treated.

"It is important to remember that a mortgage only covers a debt contracted by one special sale of bills.

"We have no means of telling here, but probably some of the bills covered by the mortgage made last summer will have run off. Hence in drawing under new credits a new mortgage, especially to cover those bills, is needed. However, these bills can be covered by steam shares.

"Having made the mortgage covering the especial bills, you put it in a sealed envelope, marking it property of B. B. & Co. Send it to Daly or whoever you make confidential agent, with instructions to hold it subject to the order of B. B. & Co. This is delivery. (Be careful that it is witnessed, and it should also be acknowledged before consul or notary public, which may be done without his seeing the contents.)

"When suspension appears inevitable, instruct to record and forward it to B. B. & Co.

"Ward advises that such a mortgage would be valid security, but you will see as well as I do that it would be worse than useless to draw these bills and have to stop a week afterwards.

"Whether we shall be able to do what tels. and letters have suggested—that is, provide for the Exchange account and the £20,000 due in London—appears to me very doubtful. The rumours of other failures, which are not yet confirmed, and the losses in the trade, make it very hard to sell bills, and we may come to a dead lock. If 'Gus. could cover the London bills (B.B & Co.) with steam shares, and you could in China get the clean credits, say £20,000, and, besides, on property £35,000, I think we could go through and have a good year before us. * *"

Now, Mr. Hayllar continued, all these letters showed as clearly as possible that bankruptcy was contemplated, and it cut away the ground entirely from under defendants' feet. The learned counsel next proceeded to argue upon the Deeds, and he contended that they never were intended to operate till bankruptcy, and therefore the consideration for which they were given was antecedent. They were under the control of Augustine Heard & Co. until the 13th April, and on that day when they gave them, the consideration was an antecedent debt.

When the Court resumed,

The Attorney-General stated that Mr. Augustine Heard, who was in Court, was anxious to be examined, as he wished to make a statement respecting what Mr. Arnold had said about asking him to write down the bad assets in the books.

The Chief-Justice said there was nothing turned upon that point so far as the case was concerned, and as the matter did not affect the personal character of Mr. Heard, and the time had gone by for calling him, he thought he ought not to be put in the box.

The Attorney-General did not press the matter.

Mr. Hayllar then resumed his argument. He contended that there had never been any pressure on the part of the defendants. He quoted certain telegrams which had been sent from Mr. Albert Heard in London on the 10th and 12th April to Mr. Parker here. The first one was, "Note carefully our instructions. Register mortgages Baring Brothers and Benecke, Souchay & Co. immediately. Telegraph to ports. Give Benecke Souchay & Co. additional security, $30,000 shares or mortgage. Telegraph to London what you may do. It is very important there should be no delay. Remit as much as possible to be in hand before 13th April. Telegraph what you have done loan shares $4,000 proceeds of Novelty Iron Works." The second one ran as follows:—"Hand Benecke, Souchay's securities to Sharp and Toller. Tell Sharp telegraph to B. S. & Co. estimated value." After reading those telegrams how could it be argued that the defendants had exercised pressure? In sending those telegrams, Messrs. A. Heard & Co. were clearly following out their original plan contemplated since 20th January, 1875, when a former telegram had been sent. They did not telegraph "register Benecke, Souchay's mortgage alone," but "register theirs and Baring Brothers." The only demand ever made by Benecke Souchay & Co. was when they insisted that the mortgages should be placed in independent hands. Again, these telegrams and one sent from Fearon & Co. to Mr. Parker on 20th March, in which were the words, "We have no credits in hand. We have exhausted the credit of L. C. Phillips & Co., we require imperatively £5,000; if nothing received March 24th must suspend," certainly showed that Messrs. A. Heard & Co. must have known on the 10th April, in fact long before, that they could struggle no longer; indeed, it was with considerable pain he had heard Mr. Augustine Heard's evidence, because [illegible] fault on that point. The learned counsel also argued that the securities sought to be set aside comprised substantially all Messrs. A. Heard & Co.'s property. Between the 2nd February and 13th April the Novelty Iron Works had been sold, all their shares had been mortgaged, everything had been got rid of except office furniture and book debts—these they couldn't get rid of; there had been one general scheme of fraudulent preference from beginning to end. In fact all was done that could be done to reduce the dividend to their creditors, to favor old friends at the expense of the general body of creditors. In finally summing up the learned counsel said that the deeds must be set aside, because they were given in contemplation of bankruptcy. There was no antecedent consideration, no pressure, they were a fraud on the Bankruptcy Laws, they comprised all the property of the bankrupts, in fact it had been a deliberate scheme of fraudulent preference from beginning to end.

The Court reserved judgment.

POLICE INTELLIGENCE.

14th December.

BEFORE JAMES RUSSELL, ESQ.

SELLING SPIRITS WITHOUT A LICENCE.

Ng Afong, a man in one of those small sampans which visit ships with samshu for sale to sailors, sold some to seamen on board H.M.S. *Audacious*. He was watched, and he sold some to F. H. Hancarrow, gunner on board, who charged him with the offence.

The prisoner was fined $50; in default, three months' hard labour.

LAI ACHOW AGAIN.

Lai Achow, the contractor, who the other day was charged with assaulting an old woman, was again arrested in the street by P.C. Jones and charged with being dangerous to the peace and good order of the colony. The prisoner was in the street deranged, and a crowd of people round him. Mr. Wotton appeared for him, and he was remanded until next saturday.

MISCHIEVOUS THIEVES.

Wong Akum and Tang Achong, two coal coolies, were charged by Waldemar Skjod, master of the Danish bark *Fyen*, with cutting a piece of canvas out of a lower studding-sail, with intent to steal it.

The first prisoner admitted the offence, and was sent to three months' hard labour. The second prisoner was discharged.

AN INDEPENDENT LOT.

Li Akum, a hawker of fruit at Yow-mah-tee, was charged by a Chinese constable with obstructing the pathway.

The prisoner said the charge was false; that the constable ate his fruits and refused to pay. He remonstrated, and the constable took him into custody and made this charge. He produced a witness who corroborated his statement, and said that when the prisoner said he did not care for the constable, Inspector, or the Governor of the Colony, the constable took him into custody.

Inspector Cradock said the prisoner said in the charge-room very impudently that he did not care for either the police or the Governor himself.

The prisoner was remanded for further enquiry.

MRS. VOGE AGAIN.

John Cooper, of Her Majesty 80th Regiment, was charged with assaulting Robert Forbes, a turnkey of the gaol.

This case arose about the woman known as Mrs. Voge, *alias* Molly Cecil, *alias* Mrs. Murray. It appears her term of imprisonment expired yesterday, and she was promised by the Colonial Secretary a passage to Australia. She received permission from him to remain in the gaol until her passage could be procured. Yesterday she asked to be allowed to go to her house and collect all her things. Turnkey R. Forbes was sent to accompany her, and assist her to bring her things to the gaol. He went at 9 a.m. and remained with her to 3 p.m., waiting for the prisoner to bring the key. A man named Richardson was in her company, and they all got into the company of Mrs. Foong Sing when brandy was procured. The prisoner and another soldier came in and more brandy was procured, and the woman got drunk, and when the turnkey attempted to take her away the prisoner interfered and blackened his eye.

After hearing the evidence,

Mr. Russell said he would treat the case as a common assault and fine prisoner $5.

The turnkey was told that his conduct would be brought to the notice of the Governor.

DRINK.

James Sherbat, a seaman, unemployed, was charged with getting drunk, and was fined $1.

SAVING GODOWN HIRE.

The occupant of house No. 127, Jervois Street was summoned for occupying the public foot path by packing sugar thereon. He was fined $3.

The occupant of house No. 16, Bonham Strand was also summoned by the same constable for a similar offence. His case was aggravated by his refusal to remove it. He was fined $5.

BEFORE THE HON. C. MAY.

CHILD STEALING.

Lo Afok, a Macao boatman, and Yow Asam, a married woman, charged on remand from the 14th instant, with stealing a child aged three years on the 5th instant, at Macao from its mother, came on again and was further remanded.

MARINE MAGISTRATES COURT.

15th December.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "EASTERN MONARCH."

Henry Stubbs, chief officer on board the British ship *Eastern Monarch*, charged Henry Crelly, a seaman on board, with assaulting him by striking him twice on the mouth.

The prisoner was sentenced to six weeks' hard labour.

OBSTRUCTION.

The owners of boats No. 4,282 and 3,733, were charged by P.C. Blake with obstructing the fairway of the steamship *Rajah*.

The first prisoner was fined $10 and the second $4.

ALLEGED MURDER BY PIRATES.

An inquest was held at the Government Civil Hospital yesterday at 4 p.m., before James Russell, Esq., coroner, and a jury composed of Messrs. W. H. F. Darby, Thos. Hall, and W. R. Loxley, on the body of Lum Fungshing, a Chinese seaman, brought in by a junk and said to have been murdered by pirates who attacked the junk.

Inspector Grimes said, from instructions received from the Superintendent of Police, he went on board the *Lum Sing* junk and found a body, the same just viewed, in a coffin. A report was made to him that a piratical attack had been made on the junk on the afternoon of the 10th inst., near Swatow. The deceased was said to have been shot through the head. An oar on board appears to have got broken by a gun shot. The vessel was loaded with salt fish, but none was seized by the pirates. Another man was wounded; he was in the hospital.

Dr. Ayres, Colonial Surgeon, said he made a *post-mortem* examination of the body, which was that of a male, 35 years of age. There were no marks of injury about the body, except a gun-shot wound in the left temple, which penetrated the brain. It was a round bullet wound through the skull. The deceased, who had been dead four days, died from the gun-shot.

The inquest was then adjourned until 3 p.m. on the 16th instant.

FOOCHOW.

H.E. the Viceroy called upon General Raasloff on the 6th inst. The visit was of a purely social character, and unconnected with official business.

H.E. General Raasloff left for Amoy on the 8th inst., per S.S. *Yesso*. This special mission to this country is at an end, and His Excellency will, we believe, return to Europe at an early date.

The Hai Quan—or Superintendent of Customs deputy—expired on the 5th inst. He is succeeded by an officer of hitherto obscure position. The appointment is in the gift of the Tartar General.

The German corvette *Ariadne* left the Pagoda Anchorage on the 6th instant for Amoy, and the Southern Ports. The gunboat *Cyclop* will also take her departure for the South in a few days.

The Annual Meeting of the seat-holders and subscribers to the Foochow Church, took place on the 8th instant, when the Report and Accounts were passed and Trustees elected for the ensuing year.

It has been decided by the Chinese Authorities to establish a field battery of artillery at the South Camp—the first gun (an excellent [illegible] and the troops are being told off in detachments to work it.

Another inspection of troops at the South Camp, including Captain MacMahon's foreign drilled battalion, will take place in a few days. The Viceroy is expected to be present, and we understand that special accommodation will be provided for foreigners.

We are glad to notice that at the site of the fire in the City, near the temple of the God of War, the buildings destroyed are being replaced by structures of brick instead of wood. Let us hope that this good system may be carried further afield, as it will tend to the greater safety of the City and its inhabitants.

The Mandarins of the Fu Ning district have been ordered to procure the arrest, within 10 days, of the remainder of the men implicated in the mutiny and murders on board the *Anna*; failing which, we understand, that H.E. the Viceroy has threatened to degrade the magistrate in charge at Se Yang, and others. The question of compensation to the owners of the vessel and cargo has been referred to Peking.

The popularly accepted version of the recent quarrel between the Imperial Commissioner and the native Superintendent at the Mamoi Arsenal is as follows:—On the arrival of the new chief at his official residence, or Yamên, at the Arsenal, he found the reception-rooms almost destitute of furniture, and the private apartments in no better condition. Very naturally, His Excellency wanted to know why superior preparations had not been made to ensure his comfort, and the answers being unsatisfactory, the Superintendent was, we understand, ordered to turn out of his residence within the Arsenal compound and find quarters elsewhere. It is pretty evident that the new Commissioner is determined to make his authority respected. He is undoubtedly a reformer, which fact may partly account for the opposition he has had to encounter.

On dit that the district magistrates on the proposed telegraph route to Amoy have petitioned the Viceroy in connection with that tedious undertaking, urging His Excellency to adopt more energetic measures in the matter, and pointing out the eminently unsatisfactory policy of permitting any further opposition to the scheme. The officials may be perfectly sincere in their present endeavours to carry out the new policy of the Provincial Government; but we cannot forget that they were more than suspected of complicity in the first disgraceful attack upon the Telegraph Company's property and employés. They, no doubt, find it unpleasant just now to be defied by the "great unwashed," but they should remember that it is much easier to incite a tumult than to repress it. And there is very fair ground for assuming that in the first instance the general population were not opposed to the introduction of the telegraph into this province.

The Race Meeting is now close at hand, and all the "likely" animals are naturally attracting attention. The course was thrown open yesterday morning, and a few ponies were given "a spin." Amongst the griffins, Mr. Willwyn's wall-eyed animal put in an appearance, also one from "The School," another from "The Bamboos," and one from the "Cosmopolitan" stable. The establishment euphoniously known as "The Slums," was also represented by two untried animals. Our special correspondent speaks most favorably of the griffin from "The School." Capric and Reuaskie are going well, especially the latter; both these ponies were given a two mile galop yesterday. Redskin has been put through the usual amount of hard work, but does not improve. Sinecure has been going well, but showed some signs of staleness yesterday morning. Pioneer will be a dangerous opponent in the "Subscription Challenge Cup"—if his back is not broken by hard work meantime. His stable companion (a griffin) is going fairly. Arrow and Viceroy are not thought much of by anybody but their sanguine owner. Shadow—a good, stout-hearted steeple-chase pony, will not, it is feared, be a match as regards pace for either Furore or Sceptic. The new Grand Stand is approaching completion, and the course is in very fair order. The entries closed yesterday, and will, we presume, be published in a few days.

We regret to have to announce another shipping disaster. On the 6th instant, at 7 p.m. the S.S. *Foochow*, bound from Amoy to Shanghai, in avoiding a large junk which was entering the harbour as the steamer was going out, struck a rock. Her bow is hard and fast on the rocks, but the after part of the vessel is said to be resting on a mud bottom. The cargo is all saved, and the vessel is making no water, and, apparently, has sustained but little damage.—*Foochow Herald.*

CHINESE NAVIGATORS.

A correspondent of the *Shanghai Courier* writes as follows:—On Monday afternoon last I witnessed a daring act of ship-manœuvre seldom occurring in this river, which called forth my admiration, and I am certain will be endorsed by all nautical men and others who noticed it.

At ½ to 6 p.m., the Chinese frigate No. 5, on her way to the anchorage off the Arsenal, rounded the Pootung point; wind from the N.E., slack water. At that time all the vessels in the reach immediately off the English and French bunds were riding across the river, apparently leaving no passage for a cargo boat to navigate; and I of course thought the frigate must anchor and wait until the vessels were riding with the tide; not so, this large vessel came on, bracing the lower yard sharp up, evidently preparing for a collision. The Chinese commander could be distinctly heard conning his vessel, using the English terms, starboard, steady, etc., which were instantly answered by the helm giving the required direction to the steamer. As it is human to take pleasure in witnessing destruction where no life is in jeopardy and one is not in any way concerned, I took up a position from where I could observe all that would take place and wondering how it was possible to avoid damage, expecting to see a junk which appeared in the way cut in two, a jibboom or a bowsprit carried away, or the stern of the Russian man-of-war made shorter by a score of feet. But no, the frigate to my surprise cleared all without touching anything. After passing the French mail-steamer it seemed almost impossible the frigate could go further without doing damage and would have to anchor. Now came the time to try her steering qualities. The helm was put hard-a-starboard; the frigate going over to the Pootung shore at right angles to the river, cleared the jibboom of a vessel lying across the channel, leaving but little room between her and the shore, and as if by magic rounding her bows and continuing her course through an almost impassable number of junks anchored irregularly without doing the least damage whatever.

I would be one of the first to come forward and give a cordial shake of the hand and congratulate any European who had given me so much pleasure, although deprived of the gratification of seeing damage done, by his successful act of seamanship. But what am I to do when I know it was a "poor miserable Celestial" who exhibited so much skill, confidence in himself and all on board, and in the beautiful steering qualities of his vessel, to have dared to run the gauntlet? The frigate was most skilfully managed. Few Europeans are aware of the very great responsibility a Chinese assumes when he undertakes the command of a Chinese man-of-war. He would not be subjected to a trial before a Court of Enquiry, resulting in a suspension of the Master's Certificate, or a reproof to the officers; but I am afraid the unfortunate Chinese captain who loses his vessel would find himself a head shorter, and his officers imprisoned for an indefinite period. It may not be generally known that all the Chinese built vessels of war on the foreign models are commanded, officered, engineered and manned exclusively by Chinese. The captain, officers, and crew, who are all Ningpo men, have learnt all they know of the management of a foreign steamer while serving as pilots or otherwise, voyaging between Shanghai to Ningpo or on the Yangtsze to Hankow. The engineers are all Cantonese who, with few exceptions, have been taught all they know of engineering when serving at the Arsenal under the able tuition of Mr. Rolls, the chief engineer of that extensive establishment, who joined at its commencement and has unremittingly remained there for the last ten years. Mr. Rolls instituted a class to instruct Chinese, in the Government employ, engineering; and it is not too much to say to his credit that any Chinese shewing a certificate from him, of competency, find ready and immediate employment as assistants in engine-rooms of foreign steamers.

I was much grieved a short time ago in reading in one of your issues a letter anonymously signed, attempting to warn steamboat owners against employing Chinese as engineers, almost as much as stating that no steamer was safe with them; and yet I could almost swear the man who dictated the letter would have none other, below the second engineer, than Chinese in his engine-room.

Who will gainsay that, in view of the slow but very certain progress the Chinese are making in the uses of steam (the fulcrum and lever of civilization), particularly in steam-vessels of war, that ere long a Chinese may command our future *Alberts* and *Vanguards*? To say the very least they cannot do worse than run the vessels down and sink them. Had Macaulay visited China I fancy he would have prophesied that the Celestial would be the man of the future, seated on a broken arch of London Bridge, transported there on an aërial carriage invented and perfected by himself, contemplating the demolition of all our railroads, while a Joss-house was being built by his countrymen on the ruins of St. Paul's Cathedral.

THE IMPORTATION OF "LIE" TEA.

The pressure of the former Adulteration Act upon retail tea dealers was, doubtless, in many respects a real grievance. Adulterated tea was passed through the Custom House into the hands of the wholesale dealers, from whom it passed to the retailers, who sold it to the public, ignorant in many cases that it was otherwise than genuine. The mere fact of the authorities admitting it on payment of duty was a scandal. Then the alterations in the Act passed last Session diminished the public safeguard, and the Board of Customs have only done what is fair and just as concerns the public by instituting an analysis of suspected tea presented to them for payment of duty. They have appointed three chief and two assistant inspectors and an analyst, and it is hoped that the arrangements made in connection with these appointments will have the effect of intercepting the spurious and poisonous teas in the production of which Ah Sin is so expert.—*Iron.*

INDIAN COMPLIMENTS.

It is only to be hoped that the Prince of Wales have time to see a tithe of the spectacles and monster gatherings, with their pomp, and glitter, and show, and may be able leisurely to listen to half the hymns sung in his honour before his face. Many of these hymns will be boldly composed in English, and a strict censorship of these should be exercised before they are delivered *ore rotundo* before startled royalty, for there is no one who can display a more reckless temerity in composition than the native who has been only half-educated in English. Not many years ago a curious instance occurred of this. A certain governor was inspecting the *mofussil* under his charge, and, in his tour through the Presidency, was asked to examine a large school. He did so, when a master suddenly stepped forward and commenced to recite an "ode," which began thus:—

Fat Sire! Thy broad expansive face,
Thy lineaments of modest grace—

when the poet was hurriedly stopped by an aide-de-camp. Such scenes may be laughable, but are scarcely dignified, and the Prince should be saved them. The late Bishop of Calcutta, Dr. Cotton, was told politely, before a large assembly, that "he resembled in the purity of his character the flower of the shrub from which his forefathers derived his name!" Our readers may be aware of the lines addressed to Lord Northbrook, which first appeared, we imagine in *Mookerjee's Magazine*, and which were shortly afterwards copied into the London papers, in which, soon subsequent to his landing in India as Viceroy, he was sweetly invoked somewhat as follows:—

Sweet Brook of the *North*, the terror of fools, !
Who smiles and murmurs, and bubbles and cools;
Flow forth through this country, without any fuss,
To cherish, enliven, and irrigate us!

RAT EATERS.

A society has recently been formed at Gembloux, in Belgium, of rat-eaters (*rato-phages*). The members meet once a week: each meeting ends with a grand repast, in which the rat occupies the principal place. This society, following the example of the *Société Hippophagique*, wishes to destroy the prejudice attaching to the flesh of these little animals. With this object, a Belgian *savant* relates that the ancient Romans ate grey mice, seasoned with acorns and chesnuts. Buffon tells that the inhabitants of Martinique take pleasure in eating mice, and hold the musk-rat in esteem as an article of diet. Climbing rat form one of the staples of food in Cuba and Jamaica. Rat's flesh, however, counts its enemies as well as its friends. A mediæval Arab writer, Eby-Bhother, declared that eating rat's flesh produces great intellectual weakness.—*British Medical Journal.*

MDLLE. TITIENS INTERVIEWED AT NEW YORK.

Mdlle. Titiens has been "interviewed" by a New York journalist with the following result:—

The prima donna is said "to occupy a fine suite of apartments 'giving' on Fourth Avenue, and there she was found in company with her niece, Miss Krulls, and Mr. and Mrs. Mapleson, junr." The lady's personal appearance is, after the fashion of American journalists, thus fully described:—The distinguished prima donna is a woman of generous physique, being both tall and ample in person, and bears in her amiable countenance the evidences of her German origin. Her eyes are gray and slightly prominent, her mouth curved and firm, and her abundant hair of dark brown, dressed *à la Pompadour*, gave her the appearance of being taller than she really is. Her manner is both dignified and suave, and a foreign accent betrays itself but rarely in her speech. She was dressed in a flowing robe of black silk, elaborately trimmed, and at her throat and ears she wore ornaments of pale pink coral clustered with diamonds. Her niece, Miss Krulls, who joined pleasantly in the conversation, is a blonde of the pure German type, but speaking excellent English, and was attired in a blue robe with ornaments of silver. On being asked whether England was not "her favorite country professionally," Mdlle. Titiens replied: Since my début in 1858 I have found no reason to leave it for other countries although I sang in Italy with success since that year. In England there are any number of cities where I am always welcome and where I receive a handsome compensation, which comes regularly and without fail. Whereas in trusting yourself to an Italian impresario you run a risk. He may pay you twice and disappoint you a third time. Prior to my appearance in England I sang several years in Vienna. I return to England by May, as in that month the new Opera House on the Thames Embankment is to opened. It is to be a superb theatre, and there is to be every convenience connected with it. For instance, it may be reached from all parts of the City by branches of the underground railway, which will centre there, (?) and there is to be direct communication with the Houses of Parliament. I strongly hope to be there in May. Mdlle. Titiens was next ask how she liked "Lohengrin," and replied: Much to my surprise I made a great success as *Ortrud*—a part which it is certainly difficult to get anything out of, and which can only be saved by strong dramatic acting. I detested the idea of singing it, but I became reconciled to it as it turned out. I was a strong "anti-Wagnerite," but this success half converted me. Nevertheless, "Lohengrin" is rather remarkable for its instrumentation than for its vocal opportunities. The singers furnish the accompaniment for the orchestra. Somewhat indiscreetly the question was asked her "if the rumour that Madame Nilsson has deteriorated was true," to which the lady made a very proper answer: When I heard her sing *Alice* in "Robertle Diable" in Paris I feared that it would ultimately hurt her voice. She was charming as *Lucia* as *Marta*, and the like. The following is said to be Mdlle. Titiens' opinion of some contemporary operatic artists: The most successful new-comers this past season were Mdlle. Chapuy, who made a great success, and Mdlle. Varesi, whose singing, albeit her voice is small, is perfection. She was very fine as *Lucia*. Mdlle. Thalberg is simply a child, Madame Van Zandt's little daughter, who is being trained for the operatic stage, can now sing quite as well as Mdlle. Thalberg can. I consider Signor Campanini the best tenor of the day. M. Maurel sang in "Lohengrin," with Mdlle. Albani at Covent Garden, but he was not in sympathy with the character. He used to remark to his *Ortrud* constantly throughout the representation, "Ah, comme je suis ennuyé!" That is not the spirit for Wagner's compositions. She also stated that Madame Trebelli-Bettini, the best of contraltos, would have come with me but for family considerations. Her parents are old, and she could not well leave them. Then Miss Krulls mentioned that a snowy signal of welcome had been waved from the Clarendon Hotel, and it was surmised that Miss Kellogg had thus extended the right hand of fellowship to the great singer. And the interview ended.

BRITISH INTERESTS ABROAD.

It was not inaptly remarked by a naval correspondent who recently took up the defence of his profession at the time when the loss of the *Vanguard* had caused the Press generally to cast some slighting remarks upon its efficiency, that the navy represented the country, and that if it were "going to the dogs" the country would not be far behind. That our naval officers are called upon to uphold the honour of the nation, and to protect the interests of our countrymen who may be found in all parts of the world, is well known to any reader of the papers; but they are apt to forget how difficult these duties frequently are. More than one First Lord of the Admiralty has been impressed with the satisfactory manner in which naval officers perform the delicate tasks sometimes cast upon them, and the rarity of complaints by the Foreign Office on account of undue haste or impatient bearing towards an offending State proves that although commanding officers have the power in their hands, they rarely abuse it. It has certainly been suggested before now that our officers have shown a little too much forbearance at times, but one in authority cannot but feel how grave a thing it is to enter into hostilities, or to give any sign of bullying a weaker Power into obedience. As a rule, the duty of protecting British interests is passive, for the presence of one her Majesty's men-of-war is generally recognised as an earnest of decisive action in the event of the flag being disrespected. Lately the duty of protection has been rather heavily thrown upon our naval forces abroad, both on the West Indies and Pacific stations, where the *Druid*, *Woodlark*, *Bullfinch*, *Zephyr*, *Fantome*, and *Albatross* have performed this service satisfactorily; and at this moment we are expecting news of the West Coast of Africa Squadron, and are anxious to learn the result of the hazardous expedition, on behalf of British commerce, against the Congo pirates. This being a river expedition, no military forces have been sent to strengthen the hands of Commodore Sir William Hewett, V.C., K.C.B., who had decided to lead in person the attack of the boats upon the villages situated on the banks of the numerous creeks. That it will be carried out successfully we do not doubt, and we only trust that the loss of life, either through engagements with the natives in the almost impassable creeks, or through disease contracted in the deadly mangrove swamps, may not cause us to think our Congo trade dear at the price.—*Globe.*

THE PALACE OF JUGGERNATH.

Juggernath seems to be in a bad way in India, owing to the dilapidation of his pagoda at Pooree. An immense block of stone fell the other day from the central dome of the temple. It is fortunate that no one was killed, for the stone, it is stated, is ten feet long, five broad, and four in depth, and belongs to the inner cornice of the temple. The damage is imperceptible to the eye, owing to the intense darkness in the interior of the edifice, but the fall of the stone is a serious matter for Juggernath for this reason; there is, it seems, a prophecy that when the first stone is unfastened the temple shall not stand. The repairs, it is estimated by the Oriaks, will take at least fourteen years to complete, and during all this time no public worship or festival in Pooree is allowable. It is, however, not surprising that the temple is a little out of repair, for it was built by Rajah Anangabbima Deva of Orissa in the middle of the twelfth century, before the days of "scamping" contracts, and during the last seven hundred years not a trowel has been laid upon it for the purpose of repair. The dome is composed of immense blocks of stone, not kept together by cement or mortar of any kind, but made fast by an elaborate process of dovetailing, the slabs being arranged in horizontal layers narrowing towards the end, covered by a huge head-piece, carved and ornamented.

Wild Boars are (says *Galignani*) approaching nearer and nearer to Paris. Traces of a herd of about twenty having been observed a few days back at Crépy (Oise), a distance of less than forty miles from the capital, a battue was organised, and in two hours fifteen of those animals were killed. The smallest weighed 120lb., and the largest 360lb.

An Englishman dining in a Chinese village was greatly enjoying a savoury dish, and would have expressed his pleasure to the waiter, who, however, understood nothing of English, nor could our friend utter a word of Chinese. The smacking of lips indicated satisfaction; and then came the question, ingeniously put. Pointing to the portion of meat in the dish, and which he supposed to be duck, the Englishman, with an inquiring look, said, "Quack, quack, quack?" The waiter, gravely shaking his head, as much as to say "No," replied, "Bow, wow, wow."

MERCHANT SHIPPING SURVEYS.

It is, indeed, a distinguishing feature of the legislation of the last few years that it takes in all causes of unseaworthiness. Let a ship be, for any reason whatever, unseaworthy, the Board of Trade have power to stop her from going to sea. On the rival plan of inspecting and certifying all ships, only special forms of danger can be provided for by special legislation. Thus, if Government had in its hands the classification and loading of ships, it would soon be found also necessary to inspect and certify the stowage, and this would again lead to further interference, so that at last it might perhaps come to be considered the shortest and best method of settling the whole question for a paternal Government to take the entire carrying trade of the country into its own hands, when the Marine Department of the Board of Trade would, of course, become merely a sub-department under the Postmaster-General, and perhaps all our present difficulties about merchant ships and seamen might disappear with the ships and seamen themselves.—*Nautical Magazine.*

POTSDAM.

There is no hero of the past century whose life stands out in the relief of personal detail so vividly as that of Frederick the Great. Other men are known by what they have done, but this one by what he did and also by the way he did it. His life is a page, or rather a chapter, in history, but it is at the same time a chapter in biography. History becomes picturesque when it treats of his exploits. The old Prussian thalers that describe him on their legend as "King of the Borussians" are still in circulation. The German artists had no great skill in numismatology in those days, and yet looking on the battered old coins—very large, for the metal is very much debased—you know it is a likeness, and that the man who resembled that likeness had no lack of character. What that character was, two hours at Potsdam will put before you as vividly as whole volumes of the biography of another man. When you cross the bridge over the Havel the old palace stands before you. The style of the ornamentation is French, but the huge Exercier Platz is wholly German. The *mode de Paris* was in the ascendancy when that palace was inhabited by Frederick, and you are reminded over and over again of the rather insipid and artificial glories of Versailles. Quite a confusing number of Fredericks and Frederick Williams have lived and probably died here; but two names stand out from mere legendary and shadowy existence into something that very nearly approaches actual life. One of these names is, of course, Frederick the Great, the other his friend, guest, panegyrist, and reviler, Voltaire. We may dismiss the Frederick Williams—so far as the Castellan will allow us—and find all interest concentrated on these two. The interest in vivid enough. When you cross the bridge you pass a stunted old linden tree, with its bark cased in matting. You scarcely notice it at the time, though when you next see it it associates itself with Frederick so strikingly that you will not readily forget it. Every one knows the Voltaire episode. The King writes to the poet, who had great fame—European fame—but was somehow in disgrace and out of fashion on his own land. Voltaire is flattered, and ultimately consents to leave Paris, the capital of the world, and visit this obscure, isolated city. Frederick, who was accustomed to be niggardly enough in money matters, sends his idol a salary larger than he paid to the most important of his ambassadors. Voltaire is to have a pension for life, is to be decorated, and to have his apartments in the King's palace. Here, at Potsdam, you can wander through the King's palace, and fill the rooms for yourself with his courtiers, his generals, and his dogs. The first room they show you into is his library. In the shelves are the books he used to read—all French, and most of them the works of Voltaire, of "M. de Voltaire," as the courtly inscription on the back apprises you. How often Voltaire must have sat here, and brought out from the unmatched storehouse of his mind all that resistless sarcasm of his. This King, who was a great general, was also a little poet. To Voltaire he would confide his rhyming efforts, and the Frenchman would correct what the Prussian had written in bad taste or bad grammar. In one of the bookshelves at Sans Souci you will see the King's poems printed, and Voltaire's notes in the margin. "Will the King never tire of sending me his dirty linen to wash?" said Voltaire to some very good-natured friend, who repeated it to the royal ears, and then this strange friendship, latterly rather hollow, ended in ill-omened war. Voltaire has given his account of this war, and Frederick has left his opinion of Voltaire on record. There is one room at Sans Souci still called the Voltaire room. They tell you the decorations were carried out under the King's own instructions. The walls are panelled with wood carvings of birds and animals, to typify the great Frenchman. There is a stork to show his faithlessness, a cockatoo to represent him as always chattering, and an ape to give you the true features of his face. The interest is very great, but one would almost hope that it is founded on a myth. It showed a littleness of mind that hardly assorts with our preconceived ideas of the great King and general. In the Potsdam Palace there are rooms even more characteristic. Here is his little dining-room where he and one of the favourite generals—Ziethen most likely—would retire and dine quite alone. There were no other guests and no attendants. Beside the King's seat there is a trapdoor in the floor, and on this the dishes and plates were sent up and down. Another room was his study. You can see his chair and his writing-table—all inkstained. It is covered in faded dove-coloured velvet. The King was not very careful about drawing-room furniture. His dogs strode about through the Palace and tore all the silk from the cushions of the chairs. This velvet-covered writing table is blotted all over with ink stains. In one corner the velvet has been stripped off and cut away. Where is the relic and who was the thief? They tell you it was the Great Napoleon who carried off these few inches of threadbare velvet as his *souvenir* of the conqueror of his country. Here the King used to sit, rising at four or five in the morning, and going through the business of a merchant's clerk. He did everything himself, read letters and answered them, and was his own Minister of War and Justice. From that seat of his you can look out at the Havel, with the tall-masted boats gliding along with the tide. There is an old linden tree which rather obstructs your view. This was the petition tree. On this his subjects, when they wanted to petition the King, hung up their documents. The King read them from the window, and granted or refused as he thought the occasion required. This is the tree with the matting cover that meets you as you enter the town. The whole palace abounds in personal details. You see the snuff-box which he carried at once of his battles, and beside it, in the same case, the flattened bullet which but for the snuff-box would have killed him. The King never drank coffee, always tea, and took his tea out of a special little Dresden cup, which he carried round all his campaigns. You may see the cup and saucer still, and the case which held it. This is the charm of Potsdam, that it shows you the private history of a great man, whom you know only in history as a general and tactician. When you come to read of him again, you see him under new lights and with such an interest as it is not possible to exaggerate. At Sans Souci that famous windmill still looms close to the palace. Every one knows how the sturdy King was matched with a sturdier subject, and the sails still turn round with the wind just across the road that leads to the royal residence. Some years ago the family that owned the mill—the descendants of Frederick's great opponent—found themselves not so well off in the world, and offered their famous inheritance to the King for sale. The King very wisely refused the purchase—thought the mill as historical at the palace, and relieved the miller from his difficulties. In that palace other kings have lived and died. The Prussians may, of course, be excused for their loyalty to the family, but the interest of Europe centres on the Great Frederick. Here they show you the terrace where his favourite dogs and chargers were buried; the corridor up and down which he used to walk so restlessly; the clock which he would wind with his own hand, and which, by a strange sympathy, ceased to beat when his own heart was still. In the next room is the big arm-chair in which he died, stained with the blood of the last operation is suffered. Wherever you go the individual interest follows you, and leads up to the conviction that this King was very intense in his life, had no sympathy with the circumlocution office, but lived and worked to the end. He made others work, too; and you will see in the room for the pages how narrow are the seats of the chairs and settees. You can scarcely sit upon them. Frederick ordered it so himself. He did not wish his pages to be asleep when they ought to be in attendance.—*Globe.*

A CELTIC SHAKSPEARE.

The revival of "Macbeth" at the Lyceum has stirred up the spirit of Shakspearian criticism to give forth some very astounding utterances. Perhaps the wildest of all are to be found in certain letters which have been published by Dr. Mackay in the *Athenæum*. A Celtic scholar is still a *rara avis* among us; and perhaps it is well that it is so, since it seems impossible for a knowledge of Gaelic and spirit of impartiality to exist in the same brain. Of the philological blindness induced by Celtic studies, Dr. Mackay is a brilliant example. Not long ago, in a little book about English literature, he gravely set forth that "quick"—a good English word if ever there was one—with its cognate "queck," still passing current on the mainland to vouch for its Teutonic pedigree, was derived from the Gaelic "coig," five, by some occult symbolism about the five senses. And he now tries to make out by a deal more of the same sort of fanciful rodomontade that all the obsolete or obscure words used by Shakspeare are Celtic; nay, that the poet himself was a Celt, both on the father's and the mother's side. As to the mother, her family took their name of Arden from the forest in which they lived, and to try to found a pedigree from the poet's fathers writing his name "Chakspor" is simply ridiculous, as it is extremely doubtful whether he could write his name at all; and if he wrote it in any such form, it is clear he could not spell, as the earliest bearer of the name, who was somehow or other connected with the Port of Youghal, in the time of Edward III., wrote it Shakespere. The meaning, one would think, is as evident as the meaning of Breakespeare, or any other compound of the sort. But Dr. Mackay cannot see it and tries to make out that the word is the Celtic "*shac* or *seac*, dry, and *speir*, shanks; as we have in our day the Saxon names of Sheepshank and Cruikshank, suggested by a personal malformation or deformity in days when surnames were not common, and applied as a nickname to some early ancestor of the family." The obvious answer to this is that in days when people called each other "Sheepshanks" or "Crookshanks" they were perfectly capable of putting together the simple compound "Dry-shanks," if they had wished to make any personal remark about the poet's ancestor, without taking the trouble to fish up two Gaelic words, of which probably they had never heard, to express their contempt for his shanks. The much-disputed

Aroynt thee, witch, the rump-fed ronyon cries,

is the first passage illuminated by the dark lantern of Dr. Mackay's criticism. As for the "Aroynt," that can be traced no further than the Cheshire proverb, "Rynt ye witch, quoth Bessie Locket to her mother," and was doubtless the vulgar equivalent of the "avaunt" or "avast" with which the high-polite tragedy queen keeps a rival at arm's length. As for the "ronyon," Dr. Mackay tells us that "it was in Shakespear's time a term of contempt, implying manginess." This is perfectly true, but then he wanders away from the point altogether, and adds, "*Roynish*, like the French *rogneux*, meant mangy, and was derived, like the French word, from the Gaelic *roinne*, the hair; *rorinneach*, hairy; and *roinnidh*, a hairy person." A most extraordinary derivation truly to any one who has ever noticed how little hair a mangy dog can boast of. *Rogne*, the old form of which was *roigne*, is simply the Latin *robiginem*, as any one who has paid any attention to the steps by which Latin has been worn down into French can see at a glance; and *rogneux* is simply the adjective formed from *rogne*. The "Roynouse" scabbes, applied to the "bulce and botches" in Piers Plowman's line, certainly did not mean *hairy*. "Gramercy," again, Dr. Mackay traces to *gradh mo cridhe*, pronounced *gramachree*, or *gramochree*, and meaning "love of my heart," and suggests that these "syllables might, to writers knowing nothing of Gaelic, and a little French, sound very like the two French words which have been so generally considered the origin of the phrase." But then it seems a little odd, to say the least of it, that people who knew nothing of Gaelic should use them at all, while the "graunt merci" of Chaucer and Spenser connects the words still more closely with the French. But it would be endless to follow Dr. Mackay through all his blunders. Perhaps these are not more in number than were to be expected from a writer who writes thus:—"But the language never wholly died out of England proper, though it was to a large extent superseded by the use, among the literary and educated classes, first of the Anglo-Saxon and Teutonic substratum brought in by the invaders, and by the second stratum, itself of Celtic origin, superadded by the Normans." This looks as if Dr. Mackay either does not know that the Normans spoke French or does not know that French is a Romance language. We are quite in the dark about the "England proper" where Gaelic was spoken before Englishmen came to give their name to the land, and we hope that Dr. Mackay will at some future time deign to point out the difference between the "Anglo-Saxon and the Teutonic substratum." As he cites the name of the river Avon, so often coupled with the poet's name, as a proof that mid-England "was not so thoroughly Saxonized either in speech or blood, as the southern or eastern shores of the island," we presume that he has never heard of the Avon of Somerset, the two Avons of Wiltshire, and all the other Avons, which, though they may not find a place on Dr. Mackay's map, are to be found in almost every county of England.—*Pall Mall Gazette.*

The American Rochefoucauld, after examining a young lady's teeth said—"It requires about as long to get a girl well out of her twentieth year as for a horse to get beyond eight years old this spring."

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 15TH December.

The market for New Patna opened to-day at $605, at which a fair business was done; but the rate subsequently receded to $600, at which the market closed, dull. Of New Benares a few chests were likewise placed in the morning at $580; and at the close the drug was nominally quoted at $575. Of Old Malwa, sales made on the before noted terms.

EXCHANGE.

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Bank Bills, on demand	3/11¼
Bank Bills, at 30 days' sight	3/11¼
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Credits, at 6 months' sight	4/0¼ to 4/1
Documentary Bills, at 6 months' sight	4/1
ON BOMBAY.—Bank, on demand	221¾
ON CALCUTTA.—Bank, on demand	221¾
ON SHANGHAI.—	
Bank, sight	72¼
Private, 30 days' sight	72¾

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Hongkong and Shanghai Bank Shares,—5 per cent. discount.

Union Insurance Society of Canton, new shares —$650 per share.

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Chinese Insurance Company.—$215 per share.

Hongkong Fire Insurance Company's Shares—$542½ per share.

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Victoria Fire Insurance Company's Shares—$169 per share.

Hongkong and Whampoa Dock Company's Shares—34 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—4 per cent. discount.

Shanghai Steam Navigation Company—Tls. 73 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—50 per cent. discount.

Chinese Imperial Loan—£102 10s.

SALES ON DECEMBER 15TH, AS REPORTED BY CHINESE.

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American Flour, 50-lbs., 500 bags, at $1.37, by Fook-yuet-wo to travelling trader.

Fungus, 60 bags, at Tls. 15.8.0.0, by Kwong-sang-tai to travelling trader.

Brown Sugar, 150 bags, at $2.60, by Kwong-hop to travelling trader.

White Sugar, 100 bags, at $4.80, by Kwong-hop to travelling trader.

Vermicelli, 20 bags, at $7.40, by Kwong-hop to travelling trader.

Potato Flour, 50 bags, at Tls. 1.4.5.0, by Kwong-hop to travelling trader.

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COLOGNE WATER and GENERAL PERFUMERY, from EDOUARD PINAUD and Co.

Double FOWLING-PIECES, Lefaucheux, and REVOLVERS.

DE SAINT MARCEAUX ET CIE.'S CHAMPAGNE, Carte Noire and Carte Blanche, Pints and Quarts.

Fresh SALAD OIL, at $4.50 per dozen.

Old Cognac BISCUIT DUBOUCHE and other Brands.

Dépôt de la Compagnie Fermière de Vichy, any Springs, at $3 per doz.

A good Breakfast CLARET, at $2.50 per dozen (2 different kinds.)

GRAND VIN DE SILLERY, at $12 per dozen.

Dépôt of the well-known INKS, from Messrs. ANTOINE ET FILS (of Paris).

CLARET, in Casks, &c., &c., &c., at very moderate prices.

L. THEVENIN,
44, Queen's Road, and 11, Stanley Street,
1183 Hongkong, 22nd November, 1875.

FOR SALE.

MESSRS. CHILLINGWORTH and SON'S CROWN SHERRY and PORT.

Apply to
W. H. NOTLEY.
1m 1768 Hongkong, 1st December, 1875.

JUST RECEIVED and for SALE, 30 Cases of Choice AMONTILLADO SHERRY, in One Dozen Cases, Cavite Cheroots and Segars. Apply to

J. M. GUEDES, JR.
1705 Hongkong, 17th November, 1875.

FOR SALE.

BERLIN TIVOLI BEER.

Apply to
WIELER & Co.
tf 1664 Hongkong, 10th November, 1875.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE:—

Quarts,..........$15 per case (1 dozen.)
Pints,...........$16 „ „ (2 „)
5 °/. discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)

FOR SALE BY
HEARD & Co.
975 Hongkong, 23rd June, 1875.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper,..............$1.50
Neatly Bound,..............................$2.00
Apply at the *Daily Press* Office.

炭 煤 記 榮

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1447 Hongkong, 23rd September, 1875.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ °/.) on Local Risks only.

RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/. allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
1363 Hongkong, 26th July, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent*
tf Hongkong, 1st July, 1867.

Vessels on the Berth.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE departure of the Steamship

"HINDOSTAN,"

for the above Ports, is POSTPONED till SATURDAY, the 18th inst., at 2 P.M.

Despatches will close at 1.30 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
7d 1819 Hongkong, 13th December, 1875.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARGYLL,"

Captain D. Scott, will leave for the above Ports on SATURDAY, the 18th instant, at 2 P.M., instead of the time previously notified.

Despatches will close at 1.30 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
7d 1832 Hongkong, 13th December, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place shortly after the arrival of the S.S. *Thibet* with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 15th December, 1875. [1811

STEAM TO SHANGHAI.
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 15th December, 1875. [1812

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for
HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"DEUCALION"

will be despatched on or about the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1822 Hongkong, 13th December, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *viâ* SUEZ CANAL.

THE Company's Steamship

"ANCHISES"

will be despatched on or about the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1823 Hongkong, 13th December, 1875.

FOR LONDON AND HAMBURG,
viâ SUEZ CANAL.

THE Steamship

"GALATEA,"

Böhme, Master, expected here on or about the 15th Dec. prox., will have immediate despatch as above.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
1761 Hongkong, 29th November, 1875.

FOR NEW YORK.

THE A1 British Bark

"G. T. RAY,"

Captain Fraser, having the greater portion of her Cargo engaged, will load at this and at Whampoa, and have quick despatch.

For Freight, apply to
OLYPHANT & Co.
14d 1809 Hongkong, 10th December, 1875.

FOR SAN FRANCISCO.

THE A1 British Barque

"MIRELLA,"

727 tons, Ed. Pitt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1840 Hongkong, 15th December, 1875.

FOR NEW YORK.

THE new A1 American Bark

"CAPRERA,"

Chas. S. Rendell, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to

VOGEL, HAGEDORN & Co.
1810 Hongkong, 10th December, 1875.

FOR LONDON.

THE A1 British Ship

"ALEXANDRA,"

Thos. Bulman, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to

VOGEL, HAGEDORN & Co.
1721 Hongkong, 19th November, 1875.

FOR NEW YORK.

THE A1 American Ship

"PILGRIM,"

Captain Fowle, will load here and at Whampoa and will have quick despatch as above.

For Freight, apply to
RUSSELL & Co.
1649 Hongkong, 6th November, 1875.

FOR HAMBURG.

THE A1 German Barque

"CARL RITTER,"

Lausen, Master, will have quick despatch as above.

For Freight, apply to
SIEMSSEN & Co.,
OR
MESTERN & HÜLSE,
Canton.
1780 Hongkong, 2nd December, 1875.

FOR HAMBURG (*Direct.*)

THE A1 British Barque

"MONSOON,"

Geo. Hunter, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to
WM. PUSTAU & Co.
1657 Hongkong, 9th November, 1875.

FOR LONDON.
To follow the "Huntley Castle."

THE A1 British Ship

"LAJU,"

MacWhirter, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co. *Canton.*
1753 Hongkong, 26th November, 1875.

Vessels on the Berth.

FOR NEW YORK.

THE A1 German Bark

"METEOR,"

Dircksen, Master, 595 Tons Register, having the greater portion of her Cargo engaged, will have immediate despatch.

VOGEL, HAGEDORN & Co.
1658 Hongkong, 9th November, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.

ON THURSDAY, the 16th December, 1875, at Noon, the Company's Steamship "*IRAOUADDY*," Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon; Cargo will be received on board until 4 P.M.; Specie and Parcels until 3 P.M. on the 15th December, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office,

C. BERTRAND,
Principal Agent.
Hongkong, 10th December, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF TOKIO*" will leave Hongkong for San Francisco, viâ Yokohama, on MONDAY, the 20th December, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, viâ OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 19th instant. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, December 13th, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*AVOCA*," Captain TORBOCK, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 23rd December, at Noon.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 22nd December.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

⁂ A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 10th December, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 1st January, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, December 2nd, 1875.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. FEIL.
Hongkong, Shanghai, Cologne (Germany.)

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close

For Swatow.—Per *Norna*, to-day, the 16th inst., at 7.30 A.M.

For Shanghai.—Per *Amoy*, to-morrow, the 17th inst., at 3.30 P.M.

For Singapore, Penang, and Calcutta.—Per *Hindostan* and *Argyll*, on Saturday, the 18th instant, at 1.30 P.M.

For Yokohama, San Francisco, and London.—Per *City of Tokio*, on Monday, the 20th inst., at 2.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *IRAOUADDY* will be despatched on THURSDAY, the 16th instant, with Mails to and through the United Kingdom *viâ* Marseilles; to Europe, Saigon, Singapore, Galle, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 15th inst.,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, 16th inst.,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 3rd December, 1875.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *AVOCA* will be despatched with the Mails for Europe, &c. on THURSDAY, the 23rd December.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 22nd instant,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
Thursday, 23rd instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.

ALFRED LISTER,
Postmaster General.
General Post-Office,
Hongkong, 11th December, 1875.

Arrangements have been made for the Registration of Correspondence exchanged between the United States of America and this Colony by Pacific Mail Packets of the Occidental and Oriental Steam Ship Company.

The Registration Fee will be 8 cents for each letter, over and above the Postage. This fee, as well as the Postage, must be prepaid.

No letters can be Registered after 2 P.M. on the day of departure of the Mail.

ALFRED LISTER,
Postmaster-General.
General Post Office,
Hongkong, 11th November, 1875.

The following reduced Rates of Postage will take effect from this day:—

	Letters. *Cents.*	*Newspapers.* *Cents.*	*Books & Patterns.* *Cents.*
PORTUGAL,— Viâ Southampton,	34 per ½ oz.	6	6 per 2 oz.
AZORES ISLANDS,— Viâ Brindisi, Viâ Marseilles,	40 per ½ oz.	8	14 per 2 oz.
Viâ Southampton,	34 per ½ oz.	6	8 per 2 oz.
CANARY & MADEIRA ISLANDS,— Viâ Brindisi, Viâ Marseilles,	34 per ½ oz.	8	12 per 2 oz
Viâ Southampton,	28 per ½ oz.	6	6 per 2 oz.
HONOLULU AND HAWAII,— Viâ Brindisi, Viâ Marseilles,	36 per ½ oz.	10	14 per 2 oz.
Viâ Southampton,	30 per ½ oz.	8	8 per 2 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 5th August, 1875.

The Postmaster at San Francisco has given notice that letters despatched from this Colony (whether through the Post Office, or as consignees' letters) by the United States Mail Packets, will not be forwarded to any places not within the United States unless the proper Postage from America to such places be prepaid in *American* Postage Stamps, but will be returned to this Office.

Such letters should either be prepaid in both Hongkong and American Stamps as above, or posted to an Agent in the United States.

This notice chiefly applies to the following places, the American rates of Postage to which are as follows:—

	LETTERS. *Cents.*	NEWSPAPERS. *Cents.*	BOOKS. *Cents.*
Honolulu	6 per ½ oz.	2	4 per 4 oz.
Brazil	15 „ ½ oz.	—	—
Peru, Chili, &c.	22 „ ½ oz.	—	10 per 4 oz.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, 12th July, 1875.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland which must be paid in advance, will be as follows, viz.:—

When forwarded viâ Brindisi	34 cents each ½-ounce.
When forwarded viâ Marseilles	34 „ „ „
When forwarded viâ Southampton	28 „ „ „

F. W. MITCHELL,
Postmaster General
General Post-Office, Hongkong.

It is hereby notified for general information that, on and after the 1st January, 1875, the Postage on Correspondence forwarded by *Private Ship* to the Straits Settlements must be prepaid at the following rates, viz.:—

For Letters,............8 cents per ½ ounce.
For Papers,............2 „ each.
For Book Packets and Packets of Patterns,......... } 6 „ for each 4 ounces.

The registration fee on such correspondence is Twelve cents for each Letter, Paper or Packet.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters..................24 cents per half ounce
For Newspapers..........8 „ each.
For Books and Patterns..... { not exceeding 1 ounce 4 cents.
„ 2 „ 6 „
„ 4 „ 12 „
every additional 4 „ 12 „

F. W. MITCHELL,
Postmaster General
General Post-Office, Hongkong.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the Privilege of sending such articles through the post at the rates of postage applicable to them is restricted to *bonâ fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Extracts.

ENDEAVOUR.

A moaning cry as the world rolls by
Through gloom of cloud and glory of sky,
Rings in my ears for ever;
And I know not what it profits a man
To plough and sow, to study and plan,
And reap the harvest never.
"Abide in truth, abide,"
Spake a low voice at my side,
"Abide thou and endeavour."

And even though, after care and toil,
I should see my hopes from a kindly soil
Though late yet blossoming ever,
Perchance the prize were not worth the pain,
Perchance the fretting and wasting of brain
Wins its true guerdon never.
"Abide in love, abide,"
The tender voice replied,
"Abide thou and endeavour."

"Strive, endeavour; it profits more
To fight and fall than on Time's dull shore
To sit an idler ever;
For to him who bares his arm to the strife,
Firm at his post in the battle of life,
The victory faileth never.
Therefore in faith abide,"
The earnest voice still cried,
"Abide thou and endeavour."

A PLEA FOR ACTRESSES.

If the dramatic profession is one which it is disgraceful for any lady to adopt, reason compels us to say that no lady ought to enter a theatre at all. And social inconsistency is still more strongly brought out when we reflect how excessively popular are amateur theatricals, and to what a professional extent they are carried. There are several private houses in England which possess a regular theatre, where every theatrical contrivance and stage appurtenances are to be found, and where performances are repeated night after night, to which friends, tenants, and tradespeople are in turn invited as spectators. Nobody thinks there is any harm in this, and as a simple matter of fact there is no harm. Ladies, in the highest sense of the term, eagerly and brilliantly assist in these performances, which are rapidly becoming public in every way; for we know that ladies often act in private theatres to promiscuous audiences who pay their money for admission. Why, then, should educated ladies who are born with the dramatic instinct strong in them, but have no other future to look forward to, except perhaps, a prize in the matrimonial market, be debarred from adopting the stage as a profession? Surely it is as honourable to work for a livelihood with God-given talents as to sell a handsome face to a wealthy suitor. Surely it is not less worthy of a clever woman to teach adults, from the stage, what they are and what they ought to be, than to inculcate the rudiments of education in the school room. Surely if the theatre is a place to which we may take our wives and daughters with impunity, we should desire that the actresses whose art they are to witness should be in their turn women, contact with whom they should have no cause to shrink from. Is it not a crying shame, and a disgrace to the liberal and enlightened age in which it is our boast to live, that, when gentlemen of birth and education find it necessary to adopt the stage as their profession, they should also find it necessary to change their names, as if they were doing something of which society thinks they ought to be ashamed? Those who are practically acquainted with the profession know by bitter experience the toil, the hardships, the drudgery, the disappointments that have to be gone through in years of hardest work, before a substantial position can be gained; and society for whose intellectual amusement and intelligent recreation the theatre exists should warmly and heartily recognize the labours and efforts of those upon whom it depends so much, and do all in its power—and it can do a great deal—to elevate and encourage all who possess true dramatic genius.—*London Society.*

PINNATED OR PRAIRIE GROUSE SHOOTING.

BY CAPTAIN BOGARDUS.

A cloudy day, cool air, the dogs feeling and working well, plenty of grouse in the stubbles, and the sportsman out of the glaring sunshine and able to shoot deliberately and well, make great enjoyment and a good bag. On the clear days, when the grouse have left the stubbles for the prairie-grass and corn, instead of shooting all the time until you are tired, as you will be before night, until you have been seasoned and got into hard condition of muscle and wind, lay off in some house, or your camp, or in your waggon in the shade, if you can find it, until about four or half-past four o'clock in the afternoon. Then it will be time to begin to beat the stubbles again. The grouse will have come, or will be coming, on to them again from the resorts in which they spent the hot hours of the day; and you and your dogs, being refreshed and rested, will be in good fettle for the sport. The sun will get low and finally go down over the distant swells of land to the westward; the dew will begin insensibly to you, to fall; the dogs will find the birds easily, they will lie well, and you may shoot as long as you can see in the twilight.

In some parts of Illinois, Iowa, and other Western States there are very extensive ranges of pasture-land, on which great herds of cattle, many from Texas, are fattened. These lands have not been broken up by the plough at any time, but, being regularly depastured, have lost much of the prairie character. They remain, however, good resorts for grouse, and the shooting over them is some of the best to be had. The grouse bred on them probably never see a stubble-field—at least, until after late in the fall of their first year. Their habits are the same as those of the birds which are found near the arable corn, wheat, and oat lands. In the morning they will be found on the ridges and knolls where the grass is short, "boo-ing" at each other and "fuffing" up their crests and necks. In the heat of the day they retire into the long grass which abounds in low, moist places. In the evening they return to the knolls and ridges again. These pastures are sometimes to the extent of 2,000 acres or more, and the shooting on them is second to none in those States. Yet they are comparatively little shot over, especially in the early part of the season. As a rule, it is believed the grouse are more abundant where the land is varied, and stubbles, pieces of prairie, corn-fields, and patches of beans are found in the immediate neighbourhood. Twelve miles from Gibson is the great farm of Mr. Michael Sullivant, formerly of Columbus, Ohio. He has a tract of land containing forty-five thousand acres. It is a splendid place to shoot, and real sportsmen are made welcome by the owner. I was there last spring after brant and ducks, and made heavy bags. I saw at that time large numbers of grouse—a powerful breeding-stock.

In shooting over the great pastures I have mentioned particular care must be taken not to go near the herds of cattle. They are pretty wild, and the coming near them of dogs makes them excited. In the first place, the farmers do not like to have dogs taken near their cattle, and every good sportsman should carefully avoid doing anything which may annoy the owners of the land on which he may be. I can always get along pleasantly with the owners of the land, and so may any one else who will use them well and refrain from damage. If the cattle meet with the dogs, the bullocks will come for the latter at a rush in a big drove, the frightened dogs will run to their masters, and before the men can get out of the way the furious herd charges and tramples over man and dog alike.—*Illustrated Sporting and Dramatic News.*

EXTRACTS FROM "THE ABODE OF SNOW."

(Observations on a Journey from Chinese Thibet to the Indian Caucasus.)

BY ANDREW WILSON.

AN UGLY FOOTPATH.

"Where the protruding ends of slate were close together, long slabs of slate were laid across them, forming a sort of footpath, such as might suit a chamois hunter; where they were not sufficiently in line or were too far distant from each other, we worked our way from one protruding end of slate to another as best we could; and where a long interval of 20ft. or 30ft. did not allow of this latter mode of progress ropes of twisted juniper branches had been stretched from one protruding end to another, and slabs of slate had been placed in these, with their inner ends resting on any crevices which could be found in the precipice wall, thus forming a 'footpath' with great gaps in it, through which we could look down sometimes a long distance, and which bent and shook beneath our feet, allowing the slabs every now and then to drop out and fall down towards the Sutlej, till shattered into innumerable fragments."

FLYING BRIDGES ON THE SUTLEJ.

"The bridges are constructed of twigs, chiefly from birch trees or bushes twisted together. Two thick ropes of these twigs, about the size of a man's thigh or a little larger are stretched across the river at a distance of about 4ft. to 6ft. from each other, and a similar rope runs between them, 3ft. or 4ft. lower, being connected with the upper ropes by more slender ropes, running at an interval of about 5ft. from each other. The unpleasantness of a jhula is that the passenger has no proper hold of the upper ropes, which are too thick and rough to be grasped by the hand; and that at the extremities they are so far apart that it is difficult to have any hold of both at the right time, while the danger is incurred by the bend or hang of the jhula, which is much lower in the middle than at its ends. He has also to stoop painfully to move along, and it is seldom safe for him to rest his foot on the lower rope, except when it is supported by the transverse ends. To fall into the raging torrent underneath would be almost certain destruction. The high wind which prevails in the Himalayas during the day makes the whole structure swing about frightfully."

THE FORBIDDEN LAND.

"An officer who attempted to enter Chinese Thibet managed to give the guard on the frontier the slip at night, and was happily pursuing his way next morning, congratulating himself on having entered into the forbidden land, when he was overtaken by a portion of the guard, who politely intimated that, since they saw he was determined to go, they would make no more objection to his doing so, only they would accompany him, in order to protect him from robbers. This arrangement worked very well for a few hours, until they came to a deep-sunk river and rope-bridge—one of those bridges in which you are placed in a basket, which is slung from a rope, and so pulled along that rope by another and a double rope, which allows of the basket being worked from either side. Over this river some of the Tartars passed first, in order to show that the conveyance was warranted not to break down; and then our traveller himself got into the basket, and was pulled along. So far everything had gone on well; but, when he had got half way across the river, his protectors ceased to pull, sat down, lighted their pipes, and looked at him as they might at an interesting object which had been provided for their contemplation. 'Pull!' he cried out—'pull!' on which they nodded their heads approvingly, but sat still and smoked their pipes. 'D—— it, pull, will you? *pull!*' he cried out again, becoming weary of the basket; and then he tried all the equivalents for 'pull' in all the Eastern languages he knew; but the more he cried out, the more the Tartars smoked their silver pipes and nodded their heads, like Chinese porcelain-mandarins. They interfered, however, to prevent his pulling himself one way or another; and, after keeping him suspended in the basket till night, and he was almost frozen to death, they made an agreement, through a Thibetan-speaking attending, that they would pull him back if he would promise to recross the frontier."

THE TORTURE OF CRIMINALS.

"Crucifying, ripping open the body, pressing and cutting out the eyes, are by no means the worst of these punishments. One mode of putting to death, which is sometimes inflicted, struck me as about the most frightful instance of diabolical cruelty I had ever heard of, and worse than anything pourtrayed in the old chamber of horrors at Canton. The criminal is buried in the ground up to the neck, and the ground is trampled on round him sufficiently to prevent him moving hand or foot, though not so as to prevent him breathing with tolerable freedom. His mouth is then forced open, and an iron or wooden spike sharpened at both ends is carefully placed in it so that he cannot close his mouth again. Nor is the torture confined to leaving him to perish in that miserable condition. Ants, beetles, and other insects are collected and driven to take refuge in his mouth, nostrils, ears, eyes. Can the imagination conceive of anything more dreadful? Even the writhing caused by pain, which affords some relief, is here impossible, except just at the neck; and a guard being placed over the victim, he is left to be thus tortured by insects until he expires. The frame of mind which can devise and execute such atrocities is almost inconceivable to the European; and we must hope that a punishment of this kind is held *in terrorem* over the Thibetans rather than actually inflicted. But I am afraid it is put in force; and we know too much of Chinese and Tartar cruelties to think there is any improbability in its being so. It is certain that the Turanian race is remarkably obtuse-nerved and insensible to pain, which goes some way to account for the cruelty of its punishments; but that cannot justify them. In other ways, also, Tartar discipline must be very rigorous. Gerard was told that where there is a regular horse-post—as between Lassa and Gartop—'the bundle is sealed fast to the rider, who is again sealed to his horse; and no inconvenience, however great, admit of his dismounting until he reaches the relief stage, where the seal is examined!' I heard something about men being sealed up this way for a ride of twenty-four hours; and if this be true the horses must have as much endurance as the men."

MOUNTAIN ASCENT.

"Horses or some animals are needed on the stiff pull up in a highly rarefied air. Here we found the immense advantage of our yaks, and 'the comfort' of riding upon them. They grunted at almost every step, and moved slowly enough, but on they went steadily, seldom stopping to rest. Chota Khan, who had not been provided with a yak, was extremely indignant at the exertion which his large body had to make, and I regretted not having been more liberal towards him. As we got up towards the 16,000 feet summit, the effect of the rarefied air compelled him to pause at every step, and quite bewildered him. He and one or two other of our people, also, began bleeding at the nose. This phenomena, together with the novel sight of a glacier hanging above us near the top of the pass, had such an effect upon the bold Afghan, that at one point he sat down and cried, lamenting his fate, and cursing everybody and everything in general, the word *Sheitan,* or 'devil,' being especially conspicuous in his language. That was only a momentary weakness, however; for on getting to the Chinese side of the pass he quite recovered his spirits; he went down rollicking and singing, and the first to enter the dreaded Shipki, where some Tartar young women speedily brought him to his bearings, and threw him into a state of great perplexity. It took us nearly ten hours to reach Shipki from Namgea fields, and we started at four in the morning in order to escape the full effect of the sun's rays when ascending the pass, which involved no rock-climbing, but a continuous and very steep ascent up a cork-screw path, which was the best I had seen since leaving Pangay. Though the air, generally speaking, is quite cool and invigorating at these great elevations, yet the reflected and radiating rock-heat is sometimes exceedingly oppressive; and so powerful are the rays of the sun in summer, that exposure to them, or even to a good reflection of them, will destroy the skin of the hands or face of a European in five minutes, or even less. A short time before reaching the extreme summit of the pass, we rested for a little on an open brow of the mountain covered with grass and flowers. The view over the Spiti ranges to the north-west was very extensive and striking; for, though it was a land of desolation on which we gazed, it was under an intensely dark blue sky. It was beautifully coloured with snow and cloud and variegated rock, and presented vast ranges of picturesquely-shaped peaks, between two of which the 18,000 feet Manerung Pass could easily be discerned. Westward, over sections of the Sutlej valley, near Rarang and Pangay, the great peaks and snows of the Indian Kailas mingled with the clouds of the Indian monsoon, which were arrested on its southern side. Behind us, and overhanging us, were glaciers and snowy peaks. Then came the summit of the Kungma Pass; and to the north-east the vast citadel or Lio Porgyul. Though the view was limited on one side, yet it was much more extensive than any I have seen from any other Himálayan pass—even from the Shinkal, which is at least 2,000 feet higher. An enormous semicircle was visible of grand precipices, high mountain peaks, and snowy summits over 2,000 feet high. Resting on the grass, looking on that beautiful yet awful scene—on the boundless wild of serrated ridges, rock-needles, mountain battlements, storm-scathed precipices, silvery domes, icy peaks, and snowy spires—and breathing the pure, keen, exhilarating air,—it almost seemed as if, during my illness at Pú, I had indeed passed from the torturing life earth, and had now alighted upon a more glorious world."

EXTRAORDINARY MARRIAGE CUSTOM.

"A mistake has been made in contrasting polyandry with polygamy; whereas being the marriage of one woman with two or more men, it is itself a form of polygamy, and ought properly to be contrasted with polygyny, or the marriage of one man to two or more women. But the polyandry of Central Asia must further be limited to the marriage of one woman to two or more brothers, for no other form is found there, so far as I could learn. This curious and revolting custom exists all over the country of the Thibetan-speaking people; that is to say, from China to the dependencies of Kashmir and Afghanistan, with the exception of Sikkim, and some other of the provinces on the Indian side of the Himálaya, where, though the Thibetan language may in part prevail, yet the people are either Aryan in race, or have been much influenced by Aryan ideas. I found polyandry to exist commonly from Taranda, in the Sutlej valley, a few marches from Simla, up to Chinese Thibet, and from there to Súrú, where it disappeared in the polygyny of the Mohammedan Kashmirts. But it is well known to exist, and to be an almost universal custom, all through Chinese Thibet, Ladak, Little Thibet, and nearly all the Thibetan-speaking provinces. It is not confined to that region, however, and is probably the common marriage custom of at least thirty millions of respectable people."

HOW TO CURE SMALL-POX.

The renowned English physician, John of Gaddesden, introduced the practice of treating the small-pox by wrapping up the patient in scarlet, hanging his room with scarlet, and in fact compelling him to rest his feverish eyes only on that flaring hue. John tried this notable device, according to his own showing, on one of the sons of King Edward I. (it does not appear to which he refers), and complacently adds to his report, "*et est bona cura.*" In those days, however, doors and windows were not made air-tight, and up the capacious chimneys a considerable portion of fresh air must always have rushed. It was reserved for a later generation to perfect the ingenious system for aggravating and intensifying fever by pasting down the modern window, closing the registers, and (as a climax) engaging nurses to lie beside the sufferer to keep up the heat! The writer heard some years ago from the lips of an old gentleman now deceased, the recital of his own treatment as a boy, in or near London, under a severe attack of small-pox. His life being specially valuable as that of an only son, his affectionate parents, by the advice of a distinguished physician, obtained the services of *two fat women,* who were established permanently in bed on each side of the child during the whole course of the disease! What stipend was offered to tempt these poor obese females to perform this awful service, has escaped from the record.—*Cornhill.*

THE VIEW FROM THE GRIGNA.

"A moment before reaching the crest a rock was before your eyes. Now there is nothing but the straighdrawn line of the Tuscan Apennines. The vast plain of Lombardy has for the first time all day burst into sight. Surely there are few sights which appeal at once to the sense and imagination with so much power. Possibly the India plains from some Himalayan spur may have richer colours; certainly the nothern steppe from Elbruz has greater boundlessness. But they are not so much mixed up with associations. This is Italy; there are Milan, Monza, Bergamo, a hundred battlefields from the Trebia to Magenta. From mountains of middle height the general aspect of the range is ordinarily one of wild disorder. It is but rarely any distinct group is completely seen; only wherever the nearer ridges subside, one or two peaks come into view disconnectedly, and as it were by chance. From more commanding summits the contrary effect is produced; intervening and minor masses sink into their proper place; they no longer produce the impression of a hopeless labyrinth, but combine with the greater peaks to form well-defined groups. In most Alpine districts the Grigna (7,909 feet) would rank among minor heights; on the shores of the Lago di Como and at the edge of the Lombard plain it is a giant. Its extra 2,000 feet enable it to look not only over neighbouring hills, but into the hollows which separate them—hollows filled with an air like a melted jewel in its mingled depth and transparency of colour. The snowy Alps raised now, not merely head, but head and shoulders above the crowd, range themselves before the eyes in well-ordered companies. . . . . Perfect peace and radiance filled the heaven. The morning breeze had died away, no cloud had lifted itself from the valleys; all was calm and sunny, from the lake at our feet to the pale shadowy cone scarcely defined in the glowing horizon which was Monte Viso. For hours we lay wrapt in the divine air, now watching Monte Rosa, as it changed from a golden light to a shadow, now gazing over the plain as the slant sunbeams falling on white walls and towers gave detail and reality to the dreamlike vision of noon."—*From "Italian Alp-Sketches," by D. W. Freshfield.*

HONGKONG MARKETS.

As Reported by Chinese on the 15th December, 1875.

COTTON GOODS.

American Sheetings, 15 lbs.	per piece	$2.60 a 2.75
American Drills, 30 yards	„	2.75 a 2.80
„ 40 „	„	3.70 a 3.80
Cotton Yarn, No. 16 a 24	per 400 lbs.	93.00 a 103.00
„ „ 28 a 32	„	112.00 a 117.00
„ „ 38 a 42	„	118.00 a 130.00
„ Bombay	„	83.00 a 87.50
Chints	per piece	$1.00 a 1.05
Dyed Spotted Shirtings	„	3.60 a 3.95
„ Brocades Do.	„	3.85 a 4.10
„ Damask Do.	„	5.00 a 6.00
English Drills, 30 yards	„	2.40 a 2.43
„ 14 lbs.	„	3.05 a 3.20
„ 15 lbs.	„	3.20 a 3.45
Grey Shirtings, 7 lbs.	„	1.70 a 1.85
„ 8 lbs.	„	2.00 a 2.05
„ 8½ lbs.	„	2.15 a 2.50
„ 9 lbs.	„	3.00 a 3.10
„ 10 lbs.	„	3.35 a 3.60
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	„	1.45 a 1.50
„ 24 „ & 32 in. 7 lbs.	„	1.60 a 1.72
„ 24 „ & 36 in. 8 lbs. XO	„	2.15 a 2.20
„ 24 „ & 36 in. 8 lbs. QL	„	3.17 a 3.20
„ 24 „ & 34 in. 8 lbs. XX	„	2.70 a 2.74
Handkerchiefs, Blue	per doz.	0.60 a 0.70
„ Brown	„	0.63 a 0.65
„ Red	„	0.77 a 0.80
„ Light Red	„	0.75 a 0.76
Jeans, 30 yards	„	2.34 a 2.50
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
„ Figured 24 „	„	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	„	2.15 a 2.33
„ 3 lbs.	„	2.35 a 2.40
Velvets, Black, 22 in.	per yard	0.21 a 0.22
„ Gentian, 22 „	„	0.19 a 0.20
Velveteens, Black	„	0.24 a 0.25
„ Gentian	„	0.30 a 0.31
White Shirtings, 64 a 60 reed	per piece	1.95 a 2.10
„ 64 a 66 „	„	2.45 a 2.60
„ 68 a 90 „	„	2.80 a 3.45
„ 800	„	3.85 a 3.90
„ 7,000	„	3.50 a 3.53
„ AA	„	1.90 a 1.95
„ EF	„	5.90 a 6.00
„ MH	„	4.70 a 4.75
„ EI	„	6.05 a 6.10
White Spotted Shirtings	„	2.50 a 2.55
„ Brocades	„	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.95 a 3.20
„ 8 lbs.	„	3.15 a 3.25
„ 9 lbs.	„	3.45 a 3.65
„ 10 lbs.	„	4.23 a 4.95
„ 12 lbs.	„	6.05 a 6.15
Camlets, SSS	per piece	16.00 a 16.50
„ SS	„	17.50 a 18.00
„ S	„	18.50 a 19.00
„ BBB	„	19.00 a 19.60
„ AAA	„	18.00 a 18.50
„ LLL	„	16.50 a 17.00
Cloth, Broad	per yard	2.18 a 3.00
„ Medium	„	1.03 a 1.40
Long Ells, MM Scarlet	per piece	9.19 a 9.50
„ „ Assorted	„	8.80 a 8.90
„ HH Scarlet	„	9.30 a 9.40
„ „ Assorted	„	8.60 a 8.70
„ H Scarlet	„	9.10 a 9.60
„ „ Assorted	„	8.70 a 8.80
Lustres, Figured	„	5.10 a 5.90
Lasting, DD	„	15.00 a 15.70
Orleans, Plain	„	5.50 a 5.80
Spanish Stripes	per yard	0.80 a 0.81

METALS.

Iron, Nail Rod	per picul	2.95 a 3.00
„ Hoop	„	3.60 a 3.75
„ Bar	„	2.90 a 2.95
„ Wire	„	7.50 a 7.95
Lead	„	7.50 a 7.70
Pigs, W.B.	„	7.30 a 7.90
„ Lead, LB	„	7.50 a 7.60
Quicksilver, English	„	95.50 a —
„ American	„	96.50 a —
Steel, English	per tub	4.20 a 4.30
„ Swedish	„	5.20 a 5.30
Sheathing Metal	per picul	23.00 a 23.00
Spelter	„	7.00 a 7.80
Tin, Malacca	per picul	33.70 a 34.60
„ Plates	per box	6.90 a 7.00

PRODUCE.

Almonds	per picul	21.00 a 21.50
Alum, 1st quality	„	1.30 a 1.35
„ 2nd „	„	1.45 a 1.60
Bark, Siam	„	0.93 a 1.10
„ Camphor	„	13.90 a 14.00
Beche de Mer	„	33.00 a 55.00
Bees Wax, Japan, White	„	10.00 a 10.60
„ „ Yellow	„	48.00 a 52.00
„ Hankow, White	„	76.00 a 79.00
Birds' Nests, 1st quality	per pcl.	$2,200 a 4,000
„ 2nd „	„	650 a 900
„ 3rd „	„	170 a 270
Brimstone	„	3.25 a 3.50
Buffalo's Hide, Manila	„	12.00 a 15.50
Camphor, packed	„	13.30 a 13.50
„ Baroos, clean	„	5,000 a 5,100
„ Refuse	„	3,000 a 3,100
Cardamoms, Superior	„	150.00 a 165.00
„ Inferior	„	23.00 a 24.00
Cloves	„	40.00 a 42.00
Coals, Afloat	per ton	
„ English steam	„	12.75 a —
„ Sydney	„	11.75 a —
Coffee	per picul	22.25 a 24.50
Copper Sheathing, Japan	„	24.00 a —
„ Rod, „	„	24.50 a —
„ Nails	„	23.50 a 23.80
Cotton, Shanghai	„	20.50 a 21.00
„ Bombay	„	14.50 a 17.50
„ Shantung	„	19.50 a 20.00
„ Ningpo	„	21.50 a 22.00
„ Tientsin	„	21.30 a 22.00
„ Tungchow	„	22.00 a 23.00
„ Calcutta	„	14.00 a 16.50
Cotton Seeds, Saigon	„	6.30 a 6.80
„ Siam	„	5.80 a 6.00
Cow's Hide	„	8.50 a 9.75
Cuttlefish, Japan	„	21.00 a 22.50
„ „ without bones	„	11.50 a 14.00
„ Chauchow	„	27.50 a 29.50
Cutch	„	5.80 a 6.00
Dates, Black	„	3.75 a 4.28
„ Red	„	3.30 a 4.00
Dried Lily Flowers	„	9.10 a 9.35
Elephant's Teeth, 4 a 5 pieces	„	250 a 300
„ 7 a 8 „	„	200 a 220
Flour, California, per sack of 50lbs.		1.30 a 1.50
„ American per barrel of 100lbs.		2.70 a 2.80
„ „ „ of 200lbs.		6.10 a 6.24
Fungus	„	34.00 a 34.50
Fluts	„	0.50 a 0.60
Ginseng, American, 1st quality	„	230.00 a 300.00
„ „ 2nd „	„	100.00 a 210.00
Hams, Ordinary	„	15.40 a 14.50
„ Superior	„	20.20 a 20.60
Hemp, Hankow	„	10.50 a 11.50
„ Siam	„	10.40 a 11.00
Isinglass, Japan	„	36.00 a 45.00
Melon Seeds, 1st quality	„	5.60 a 5.70
„ 2nd „	„	5.20 a 5.30
Mushrooms	„	55.00 a 75.00
Mussels, Dry Siam large	„	11.00 a 12.50
„ „ „ middle	„	7.50 a 8.60
Mussels, Dry Siam small	per picul	$5.50 a 5.85
Peas, White	„	2.05 a 2.10
„ Green	„	2.05 a 2.10
„ Black	„	1.58 a 1.60
„ Yellow	„	1.70 a 1.75
„ Green Beans	„	1.80 a 1.85
Pearl Barley	„	6.50 a 7.80
Potatoe Flour	„	2.00 a 2.40
Putchuck	„	13.00 a 14.70
Rhinoceros Horn	„	2,200 a 3,000
„ Mother	„	2,000 a 2,100
Rice, Bengal, Cargo No. 1	„	2.45 a 2.50
„ „ 2	„	2.20 a 2.25
„ Siam, white	„	1.55 a 1.60
„ „ mill cleaned	„	1.45 a 1.50
„ Manila	„	2.35 a 2.40
„ Singapore	„	1.88 a 1.91
„ Saigon	„	1.40 a 1.60
„ Arracan	„	2.10 a 2.15
„ Rangoon	„	2.35 a 2.40
Saltpetre	„	4.75 a 5.50
Seaweed, Green	„	2.05 a 2.20
„ Cut	„	3.75 a 3.90
Sesamum, White	„	3.80 a 4.00
„ Black	„	2.85 a 3.10
Sharksfin	„	30.00 a 80.00
Shellfish, Japan	„	27.00 a 45.00
„ California	„	14.00 a 14.50
Stockfish	„	5.00 a 6.10
Straits Produce, &c.—		
Rattans, Straits	per picul	5.30 a 5.50
„ Banjer	„	4.25 a 4.50
Pepper, White	„	16.80 a 17.50
„ Black	„	10.20 a 10.40
Betel Nut	„	2.50 a 2.85
Sandal Wood, Malabar	„	4.10 a 4.20
„ South Seas	„	14.50 a 16.00
Sapan Wood, Manila	„	1.60 a 2.00
„ Siam	„	2.25 a 2.50
Sugar, Canton White, 1 a 3	„	6.15 a 6.50
„ „ Dark Brown	„	4.70 a 5.00
„ West Coast, Dark Brown	„	— —
„ Manila, Dry White	„	6.45 a 6.60
„ Candy	„	8.45 a 8.50
„ „ Foochow	„	8.90 a 9.30
Vermicelli, Tientsin	„	8.50 a 9.20
Walnuts	„	4.50 a 4.85
Wheat, Tientsin	„	1.75 a 1.80
„ California	„	2.00 a 2.05
Wood Oil	„	Tls. 5.7.8.0 a —
Pea „	„	5.1.0.0 a 5.1.6.0
Tea „	„	$9.25 a 9.55
Window Glass	per box	3.20 a 3.30

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Abbotsford	O. Pattersen	Brit. str	649	Jardine, Matheson & Co	
Aiusy		Span. str	269		Repairing
Amoy	Drewes	Brit. str	814	Siemssen & Co	Shanghai
Argyll	D. Scott	Brit. str	1271	Jardine, Matheson & Co	Singapore, &c.
City of Tokio	Maury	Amr. str	4250	P. M. S. S. Co	Yokohama, &c.
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan		Brit. str		H. C. & M. Steamboat Co	
Glenfinlas	H. G. Wilcox	Brit. str	1369	Jardine, Matheson & Co	Shanghai
Hindostan	T. S. Gardner	Brit. str	891	D. Sassoon, Sons & Co	Singapore, &c.
Irrawaddy	Lormier	Fren. str	2440	Messageries Maritimes	Saigon, &c.
Ichong ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	Oxley	Brit. str	1050	H. C. & M. Steamboat Co	
Kiu-Kiang	Morton	Brit. str	1061	H. C. & M. Steamboat Co	
Little Orphan		Amr. str	45	Captain T. B. Benning	Tug Plying
Lotus	James Gray	Brit. str	1406	D. Sassoon, Sons & Co	
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co	
Malacca	I. Bernard	Brit. str	1046	P. & O. S. N. Co	Yokohama
Mariveles	M. V. Ugalde	Span. str	202	Remedios & Co	
Namoa	G. T. Westoby	Brit. str	862	D. Lapraik & Co	East Coast
Ningpo	Rayner	Brit. str	764	Siemssen & Co	
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Pardo	R. T. Power	Brit. str	763	Landstein & Co	
Powan §	A. Benning	Brit. str	1890	H. C. & M. Steamboat Co	
Rajah	W. Menzell	Brit. str	359	Hop-hing	
Sindh	Rapatel	Fren. str	1963	Messageries Maritimes	Shanghai
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Sunda	E. M. Edmond	Brit. str	1033	P. & O. S. N. Co	In Dock
Tanais	Reynier	Fren. str	1150	Messageries Maritimes	Yokohama
Washi	A. Hunter	Brit. str	265	Landstein & Co	Haiphong
White Cloud ‡	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yesso	Punchard	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	
Yottung		Brit. str	323	Kwok Acheong	Laid up
		‡ *Running between Honghong and Canton.*			
		§ *Running between Macao and Hongkong*			
SAILING VESSELS.					
Adler	Torge	Ger. bk	471	Order	
Albatros	Koppelmann	Ger. bk	377	Melchers & Co	Saigon
Alexandra	Thos. Bulman	Brit. sh	898	Vogel, Hagedorn & Co	London
Alexandra	Lumont	Brit. bk	396	Captain	
Alva	E. A. Souza	Port. sh	632	Brandao & Co	
Anne Cheshyre	W. Laurence	Brit. bk	412	Captain	
Annie Gray	R. More	Brit. sh	727	Rozario & Co	
Ardentinny	Thos. Brown	Brit. bk	377	Ed. Schellhass & Co	
Armenia	Salter	Amr. bk	326	Frazar & Co	
Beethoven	R. Haje	Ger. bk	340	Melchers & Co	
Burra Noorfol	A. Worgitzky	Siam. bk	360	Chinese	
Canton	C. Kundsen	Siam. sh	779	Chinese	
Caprera	Randell	Amr. bk	700	Vogel, Hagedorn & Co	New York
Carrick Castle	J. Dodds	Brit. sh	898	Adamson, Bell & Co	
Channel Queen	Lenfestey	Brit. sh	609	Ed. Schellhass & Co	
Charger	G. B. Knowles	Amr. sh	1444	Russell & Co	
Charter Oak	Smith	Brit. sh	963	Jardine, Matheson & Co	
Chateaubriand	F. Herve	Fren. bk	384	Carlowitz & Co	
Civiale	H. H. Brock	Ger. bk	380	Siemssen & Co	
Corea	Trask	Amr. bk	594	Order	
Eastern Monarch	A. Donaldson	Brit. sh	1706	Melchers & Co	
Fabius	G. F. Stolze	Siam. sh	635	Kin Tye Loong	
Fano	N. L. Norby	Dan. bk	275	Ed. Schellhass & Co	
Fyen	W. Shjodt	Dan. bk	311	H. Kiser	
F. H. Jessen	Rasmussen	Ger. bk	350	Order	
Gloucester	Vincent	Brit. bk	526	Rozario & Co	Dunedin
Hastings	Oray	Brit. bk	541	Order	
Haze	Wilkinson	Amr. sh	862	Jardine, Matheson & Co	
Helena	Snow	Amr. bk	603	H. M. Naval Yard	
Hongkong	L. Castagnino	Peru. bk	443	Order	
Hopewell	Parsons	Brit. bk	578	Arnhold, Karberg & Co	Manila
Joachim Christian	H. C. Reimer	Ger. bk	457	Wm. Pustau & Co	
Johanne	A. Firmhaber	Ger. bg	252	Wm. Pustau & Co	
Johann Carl	E. Gutsmuths	Ger. bk	387	Wm. Pustau & Co	
Kim Yung Tye	H. Otto	Siam. bk	349	Chinese	
Lizzie	Inskey	Brit. bk	385	Broadbear, Anthony & Co	
Lotte	Hildebrand	Ger. bk	400	Wieler & Co	
Lunalilo	W. H. Marston	Haw. bk	473	Vogel, Hagedorn & Co	San Francisco
Meteor	N. B. Dircksen	Ger. bk	594	Vogel, Hagedorn & Co	New York
Minna	L. Thurn	Ger. bk	356	Wm. Pustau & Co	
Mirella	Ed. Pitt	Brit. bk	727	Vogel, Hagedorn & Co	San Francisco
Monsoon	Geo. Hunter	Brit. bk	283	Wm. Pustau & Co	Hamburg.
Neu Granada	E. Bauer	Ger. bk	294	Ed. Schellhass & Co	
New Era	Sawyer	Amr. sh	1145	Russell & Co	San Francisco
Norham Castle	Kelso	Brit. bk	698	Adamson, Bell & Co	
Norseman	F. Soderstrom	Siam. sh	711	Chinese	
Novelty	D. M. Limmex	Brit. bk	376	Russell & Co	
Peter	H. Lange	Ger. sch	312	Ed. Schellhass & Co	
Presto	Laidman	Brit. bk	384	Arnhold, Karberg & Co	
Prince Louis	Moore	Brit. sh	1380	Messageries Maritimes	
Queen of the Fleet	Witheridge	Brit. bg	265	Captain	
Rance	L. Grieler	Fren. bk	550	Carlowitz & Co	
Rapid	F. Hunte	Siam. bk	429	Tuk-mee	
Resolution	M. Conception	Siam. sh	816	Chinese	
Rowena	Bowden	Brit. bg	193	Order	
St. Paul	H. Tarek	Siam. bk	299	Tuck-mee & Co	
Shooting Star	A. L. Rellstrom	Siam. sh	618	Chinese	
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Star of China	E. B. Blaker	Brit. sh	794	D. Lapraik & Co	
Teresa	Juze C. Gomez	Span. bk	251	Siemssen & Co	Manila
Three Brothers	H. Kahlke	Brit. bk	366	Yee Tuy	Bremen
Tyburnia	R. Gulder	Brit. sh	948	Order	
Union	J. de T. Narria	Span. bg	192	Remedios & Co	
Varuna	C. Sachau	Ger. bk	486	Wieler & Co	
Victor	E. Sorensen	Nor. bg	260	Order	
William Turner	K. Vandervord	Brit. bk	431	Russell & Co	Melbourne

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
WHAMPOA.					
SAILING VESSELS.					
Bonito	J. Wisenberg	Ger. bk	524	Order	
Carl Ritter	H. C. Lauesen	Ger. bk	596	Siemssen & Co	Hamburg
G. T. Bay	P. Fraser	Brit. bk	356	Olyphant & Co	New York
Laju	McWhirter	Brit. sh	556	A. MacG. Heaton	London
Pilgrim	Frank Fowle	Amr. sh	956	Russell & Co	New York
CANTON.					
An-lan †	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	Wade	H.I.C.M.	g-b.		
Ching-Sing ‡	E. Choy	H.I.C.M.	g-b.		
Chung-hoi ‡	Demie	H.I.C.M.	g-b.		
Peng-chao-hai ‡	Palmer	H.I.C.M.	g-b.		
Thales	Paynter	Brit. str	820	Jardine, Matheson & Co	
Tien-Po ‡	Longueville	H.I.C.M.	g-b.		
Yangtsze	E. Schultze	Brit. str	783	Siemssen & Co	Shanghai
		‡ *In the river between Cheung-chow and Canton.*			
MACAO.					
		In port on 8th December, 1875.			
Camoens	Guimaraes	Port. g-b.	80		
Concordia	J. L. da Silva	Port. bg	226	J. E. d'Almeida	
Spark ‡	Hoyland	Brit. str	140	H. C. & M. Steamboat Co	
Tejo	F. Cabral	Port. g-b.	444		
		‡ *Running between Canton and Macao.*			
SWATOW.					
		In port 30th on November, 1875.			
Amanda	Harms	Ger. sch	225	Dircks & Kruger	
Constance	Stutton	Brit. bk	350	Bradley & Co	
Catherine Marden	Marden	Brit. sch	257	E. Herton	
Eaglet	Nicol	Brit. bk	395	E. Herton	
Ellen	Kindred	Brit. bk	499	Bradley & Co	Singapore
Frohlich	Helm	Ger. bg	360	Dircks & Kruger	
Jessie MacDonald	Stoll	Brit. sch	276	Dircks & Kruger	
John Worcester	Cawse	Brit. sh	680	Bradley & Co	
Juno	Diedrich	Ger. bk	227	Dircks & Kruger	
Kvik	Larange	Nor. bk	412	E. Herton	
Lauderdale	Bice	Brit. sh	880	Bradley & Co	
Marquis of Argyle	McKeon	Brit. bk	500	E. Vincent & Co	Singapore
Menam	Osmont	Brit. bk	468	E. Vincent & Co	
Oceanus	Brorsen	Ger. bk	207	Dircks & Kruger	
Peter	Rickelsen	Ger. bk	399	Dircks & Kruger	Singapore
Rebecca	Bungaard	Ger. bk	404	Dircks & Kruger	Chefoo
Saturnus	Wulff	Ger. bk	608	Dircks & Kruger	
Tek-li	Petersen	Ger. bk	350	Dircks & Kruger	Chefoo
AMOY.					
		In port on 6th December, 1875.			
August		Brit. sch	210	Boyd & Co	
Baltic		Ger. bk	318	Pasedag & Co	
Barton Stather		Brit. bk	421	Boyd & Co	
Catherine		Dan. bk	316	H. A. Petersen & Co	Saigon
Colibri		Ger. bg	207	H. A. Petersen & Co	
Dora		Ger. bk	265	H. A. Petersen & Co	
Duke of Abercorn		Brit. sh	1069	Boyd & Co	New York
Flensborg		Dan. bk	338	H. A. Petersen & Co	
Genitiv		Ger. sch	169	Pasedag & Co	
Japan		Ger. sch	270	Pasedag & Co	
Kvik		Brit. bg	187	Boyd & Co	
Nadeshda		Dan. sch	197	H. A. Petersen & Co	Foochow
Nyborg		Dan. bk	255	H. A. Petersen & Co	Samarang
Otto		Ger. bg	231	Pasedag & Co	
Soo Tek Seng		Siam. sch	344	Johnston & Co	Bangkok
Sudan		Ger. bk	304	Pasedag & Co	
Tuck Seng		Brit. bk	572	Chinese	
Velos		Ger. bk	322	Pasedag & Co	
Velox		Dut. sch	187	H. A. Petersen & Co	
Vidal		Fren. bk	409	H. A. Petersen & Co.	
FOOCHOW.					
		In port on 10th December, 1875.			
Cyclop	Reiche	Ger. g.b.	450		
Galatea	Böhme	Ger. str	1233	Siemssen & Co	London
Wm. Manson	King	Brit. bk	366	Adamson, Bell & Co	Colonies
SHANGHAI.					
		In port on 10th December, 1875. The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.			
Adele	Fox	Amr. sch	387	Frazar & Co	
Albert Victor	Bevis	Brit. bk	884	Wheelock & Co	
Albert Victor	Johnson	Brit. bk	387	Gilman & Co	
Belle Sauvage	Simpson	Brit. sh	868	Morris, Lewis & Co	
Charon Wattana	Ulrich	Siam. sh	628	Pow-tai Hong	
Chinaman	Mackenzie	Brit. bk	667	Frazar & Co	
Condor	Bruhn	Ger. bg	235	Ernst Taumeyer	
Edward James	Forbes	Amr. bk	528	Order	
Ethiopian	Faulkner	Brit. sh	838	Adamson, Bell & Co	London
Falcon	Westhorp	Brit. bk	793	Adamson, Bell & Co	
Fire Queen	Hamilton	Brit. sh	766	Gilman & Co	New York
Geo. Thompson	Mill	Brit. sh	1127	Heard & Co	
Golden State	Delano	Amr. bk	944	Russell & Co	
Hadda	Lund	Ger. bk	400	Wm. Pustau & Co	
Harlow	Stephens	Brit. sh	891	Olyphant & Co	
Kronprindsessen	Hausen	Dan. bk	344	Ed. Schellhass & Co	
Leucadia	Mearns	Brit. sh	896	Adamson, Bell & Co	New York
Mikado	Ilberg	Brit. sh	643	Little & Co	New York
Oscar Vidal	Kessal	Brit. bk	299	Nils Moller	
Queen of India	Christie	Brit. bk	390	Order	
Success	Bruhn	Siam. bk	393	Choon Seng & Co	
Tamerlane	Bailey	Brit. sh	764	Jardine, Matheson & Co	London
Union	Barry	Brit. bk	581	Lane, Crawford & Co	
Vesta	Percy	Amr. bk	390	Mustard & Co	
Yokohama	Silhouette	Fren. bk	786	Chapman, King & Co	
YOKOHAMA.					
		In port on 4th December, 1875.			
Cathaya	Morgan	Brit. sh	790	J. D. Carroll & Co	
Formosa	Uldemp	Ger. bk	445	H. Ahrens & Co	
Gaucho	Crighton	Brit. bk		E. C. Kirby & Co	
Mary Jane	Crighton	Brit. sch	165	E. C. Kirby & Co	
Parmenio	Abbott	Brit. bk	369	Captain	
Robert Kelly	Kingman	Amr. bk	823	Smith, Baker & Co	
Rona	Trunks	Brit. sh	636	Order	
Shalimar	Walker	Brit. sh	1596	Order	
Ukraine	Melcher	Amr. bk	682	P. M. S. S. Co	
MANILA.					
		In port on 27th November, 1875.			
Candida		Span. bk	335	F. Reyes	
Chica		Span. sh	1174	Cucullu & Co	
Conchita		Span. bk	408	F. Reyes	
Francis B. Fay		Amr. bk	885	Russell & Sturgis	
Game Cock		Amr. sh	1113	Russell & Sturgis	San Francisco
Janet Ferguson		Brit. sh	581	F. J. Reynolds	
Lizzie Iredale		Brit. bk	693	Smith, Bell & Co	Canal
Lord of the Isles		Brit. sh	647	Smith, Bell & Co	
Mutlah		Brit. sh	994	Ker & Co	
Nuevo Lautaro		Span. bk	433	Inchausti & Co	
Olano		Span. bk	270	Larrinaga & Co	
Remus		Brit. bk	763	Smith, Bell & Co	
Roodee		Brit. sh	1036	Ker & Co	London
Salvadora		Span. sh	615	Cucullu & Co	
Sooloo		Amr. sh	969	Ker & Co	
The Sir J. Family		Brit. sh	1050	T. Hermann & Co.	
Thomas Bell		Brit. sh	838	F. Richardson & Co	
Trinidad		Span. bk	344	Larrinaga & Co	
William Fruing		Span. bg	261	R. Aenelle	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Kobe
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Yokohama
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Nagasaki
Egeria	double sloop	4	120	Comdr. R. Turton	Singapore
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Perak
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Amoy
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Tientsin
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	En route to Hankow
Hornet	double sc. gun vl.	4	120	Lieut. A. F. S. Clair	Kiukiang
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Chefoo
Lapwing	double sc. gun-vl.	3	160	Comdr. Sir W. Wiseman, Bart	Hongkong
Meanee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Foochow
Modeste	steam corvette	14	350	Captain A. Buller	Penang
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	En route to Hongkong
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Singapore
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	150	Captain St. John	Yokoska
Thalia	steam corvette	6	400	Capt. H. B. Woolloombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Perak
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Lieut. H. C. D. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Laclochitore	French g-b.			Rievenur
Montcalm	French cor.	3883		Krantz
Talisman	French cor.	480		M. St. Heilaire

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
WHAMPOA.					
STEAMERS.					
Lintin		Brit. str	89	Kwok-Acheong	
Normanby	A. Reddall	Brit. str	664	Gibb, Livingston & Co	

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